FOCUS ON THE FUTURE

SAN JOSE

2020

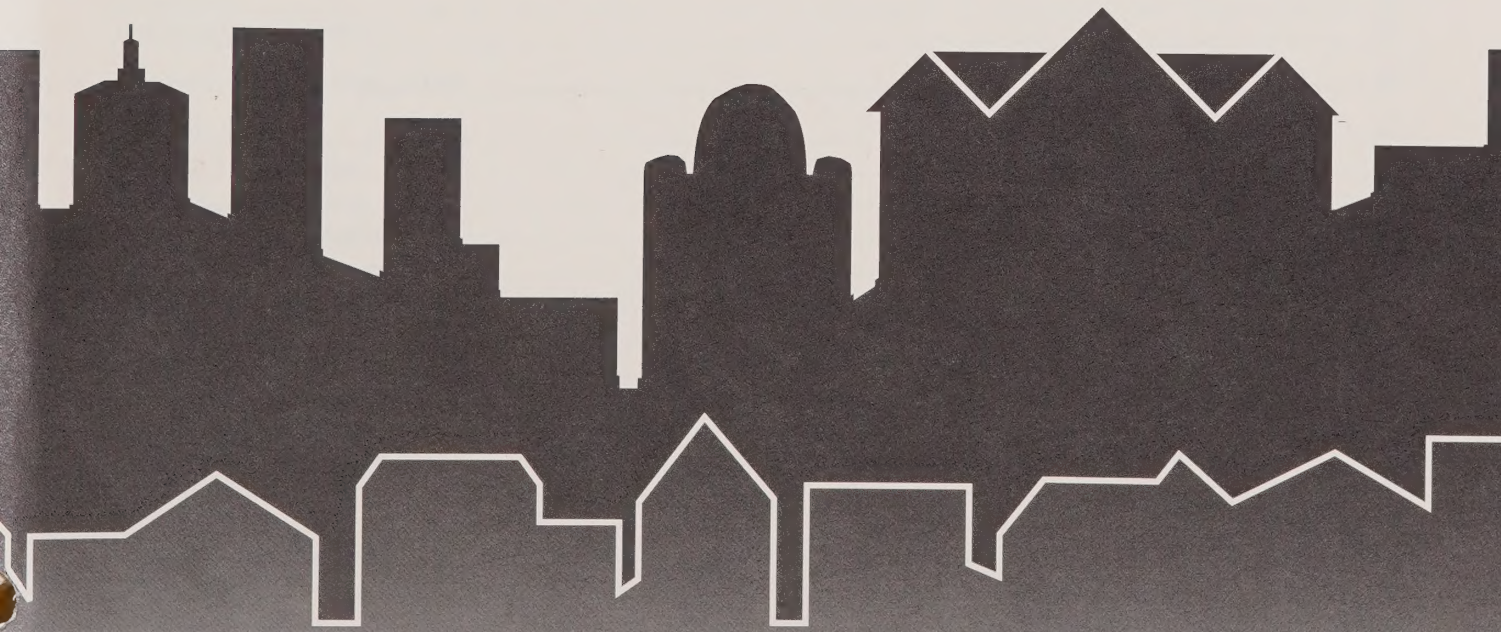
GENERAL PLAN

FOCUS ON THE FUTURE

SAN JOSE

2020

GENERAL PLAN



Adopted August 16, 1994
Department of Planning, Building and Code Enforcement
City of San Jose, CA

TABLE OF CONTENTS

TABLE OF CONTENTS

TABLE OF CONTENTS

TABLE OF CONTENTS

TABLE OF CONTENTS

LIST OF FIGURES

LISTS OF MAPS

The following maps are not included in this document, but are a part of the General Plan, incorporated by reference, and are on file in the City of San Jose Department of City Planning and Building:

Landslide Map (Cooper-Clark), July 1974
Landslide Susceptibility Map (Cooper-Clark), July 1974
Fault Hazard Maps (City of San Jose, Department of Public Works), 1983
Ground Response Map (Cooper-Clark), July 1974
Ground Failure Potential Map (Cooper-Clark), July 1974
City of San Jose Year 2020 Noise Exposure Map for Major Transportation Noise Sources, (Illingworth & Rodkin, Inc.) November 9, 1992
Weak Soils Map (Cooper-Clark), July 1974
Expansive Soils Map (Cooper-Clark), July 1974
Erosion Potential Map (Cooper-Clark), July 1974
Peizometric Level Changes Map: 1938 to 1967 (Cooper-Clark), July 1974
Land Subsidence Map: 1938 to 1967 (Cooper-Clark), July 1974
Land Subsidence-Grounwater Relationship Map (Cooper-Clark), July 1974
Potential Future Land Subsidence Map (Cooper-Clark), July 1974
Basic Geotechnical Data Map (Cooper-Clark), undated
Mineral Land Classification Map: Aggregate Resources Only, Santa Clara County
Flood Insurance Rate Maps: City of San Jose, California (Federal Emergency Management Agency), August 2, 1982
Flood Insurance Rate Maps: Santa Clara County, California (Federal Emergency Management Agency), August 2, 1982
Flood Boundary and Floodway Maps: City of San Jose, California (Federal Emergency Management Agency), August 2, 1982
Natural Resources Map (Department of City Planning and Building)
Natural Hazards Map (Department of City Planning and Building)

I. INTRODUCTION

I. INTRODUCTION

PURPOSE OF THE GENERAL PLAN

San Jose has undergone many changes over the last 50 years. Before 1950, it was a relatively small community of farms and orchards. During the 1960's and 1970's, it was one of the fastest growing cities in the nation. Population projections of recent years forecast a continuation of growth pressures in San Jose, but these projections do not consider the real, local constraints on growth. These constraints include the eventual depletion of developable land, escalating public costs associated with growth, citizen concern with the adequacy of public services, the lack of revenue for funding public infrastructure required for growth, and the lack of alternative revenue sources for funding needed services at the local level. San Jose will continue to grow, but it can expect to grow more slowly than it has in the past.

The issue of growth is one which is central to any general plan. It has social, environmental, and economic dimensions. There are costs associated with growth, as well as with the absence of growth. The vehicle for planning the future, for making choices between conservation and development, and for defining the desirable balance between social, environmental, and economic costs is the General Plan.

A general plan is an adopted statement of policy for the physical development of a community. As such, it represents the official policy regarding the future character and quality of development. This General Plan represents the City's assessment of the amount, type, and phasing of development needed to achieve the City's social, economic, and environmental goals. It was developed with the participation of all City departments and the community at large. It is a plan which can be implemented because it is realistic and provides some flexibility. It is designed to be used by all members of the community as the policy framework for decision-making on both private development projects and City capital expenditures. ■

FORMAT AND ORGANIZATION OF THE GENERAL PLAN

The General Plan of the City of San Jose is a comprehensive long-term plan. This Plan comprises an integrated, internally consistent and compatible statement of the official land use policy of the City of San Jose. It contains a statement of development policies and includes a Land Use/Transportation Diagram as well as text which sets forth the objectives, principles, standards and plan proposals.

This General Plan meets the minimum requirements and intent of the California Government Code while accommodating local conditions and circumstances. It contains each of the elements mandated by Government Code Section 65302. Since they are intrinsically interrelated and overlapping, the elements have been combined into a consistent meaningful whole, and organized in a manner designed to meet the needs of public officials, developers, neighborhood organizations and members of the community who will use it most frequently. In order to facilitate identification of the aspects of each mandatory element, Chapter VII "Reference" includes a comprehensive list of primary page references for each of the seven mandatory elements.

Data Analysis

An extensive amount of information was reviewed and analyzed in the preparation of this General Plan. This information was extracted from existing reports and studies which are listed in the Bibliography. Further analysis of this data is included in the background reports to the San Jose 2020 General Plan Update Task Force and the San Jose 2020 Environmental Impact Report. The background information is summarized in Chapter II. In addition, to facilitate an understanding of the context in which the goals and policies were developed, the introduction to each topical section in Chapter IV contains a brief synopsis of relevant portions of the analysis. Specific background information on open space, seismic safety, noise and housing is included in separate Appendices to the General Plan.

Policy

The statement of development policies consists of the Land Use/Transportation Diagram and the text which, together, set forth the objectives, principles, standards and plans to guide development proposals. The Plan specifically identifies the major objectives for the San Jose 2020 time-frame in Chapter III, "Major Strategies". The Goals and Policies set forth in Chapter IV include principles, standards and plans which will guide the actions of the City in its attempts to achieve its long term objectives. The Land Use/Transportation Diagram and the Discretionary Alternate Use Policies in Chapter V are designed to enable the implementation of policies, principles, standards and plans in a realistic and flexible manner.

Implementation

Chapter VI summarizes the procedural framework for implementation that is outside of the General Plan. It includes descriptions of the City's Development Review Process, the Annual Budget Process and the Capital Improvement Program. It discusses the Annual Review and Amendment Process, which is intended to ensure that the Plan is reviewed and revised to continue to meet the objectives of the City. Special programs and techniques designed to aid in accomplishing the objectives of the Plan are also set forth in Chapter VI.

Perspective

Geographically, the City of San Jose is larger and more varied than other cities in Santa Clara County. The City also has significant socio-economic diversity. It faces complex problems which it finds will only be solved by encouraging innovative and creative solutions. The General Plan must be read in this context. The General Plan must always be considered in its entirety with no single policy, principle, standard or plan read and considered in

isolation. It is also necessary that the General Plan provides some flexibility and not be applied or interpreted in such a rigid manner as to impede attainment of its objectives.

The City of San Jose is firmly and resolutely committed to the objectives set forth as Major Strategies and Goals, and the General Plan is designed to guide actions in meeting those objectives. ■

THE PLANNING PROCESS

History of the General Plan

The City of San Jose's first comprehensive and fully integrated general plan - *GP '75* - was adopted in March 1976. This General Plan contained all the individual elements required by State law yet integrated them into a single document which ensured the internal consistency of the Plan and created a comprehensive statement of City policy to guide San Jose's physical development.

After a comprehensive re-evaluation of City development policies by a 25-member Task Force, the City replaced *GP '75* with the *Horizon 2000 General Plan. Horizon 2000* built on, and refined, the policies and fundamental direction of *GP '75. Horizon 2000* was designed to guide development in San Jose to the end of the twentieth century and was implemented with considerable success. In the early 1990's it became apparent that there was a need to update and re-evaluate the General Plan since the City was approaching the horizon year of the Plan. The inclusion of new projections and other information was necessary to respond to the changing circumstances and concerns of the community.

San Jose 2020: Focus on the Future

The *San Jose 2020 General Plan* process was initiated by the City Council in early 1992 and was intended to be a focused update of the *Horizon 2000 General Plan.* Building on the established principles and policies of *Horizon 2000, San Jose 2020* will guide the City into the twenty-first century. To update the Plan, the City Council appointed a 33-member task force comprised of representatives from each Council District, business organizations, environmental groups, housing advocates, development interests, neighborhood and community groups, three members of the City Council and one Planning Commissioner.

The Task Force began meeting in February 1992 and concluded its work in October 1993. The work program of the Task Force was divided into three phases: background, evaluation, and decision-making. During the background phase, the Task Force reviewed and discussed a variety of issue papers including subjects such as economic development, environmental issues, housing demographics, fiscal issues, urban service needs, and growth projections. Using this background information, the Task Force evaluated five potential land use or growth alternatives that could form the basis of the *San Jose 2020 General Plan*. These growth alternatives are described in Chapter II, Background for Planning. The Task Force also considered potential changes to the text of the General Plan, particularly the Major Strategies and the Goals and Policies chapters. The growth alternatives were used to compare the potential effects of different levels of growth on the City's economic, fiscal and environmental health. The Task Force selected a preferred growth alternative and recommended changes to the text of the General Plan during the final decision-making phase. The text changes included the addition of two new Major Strategies - *Housing* and *Sustainable City* - and policy changes covering the subjects of housing, urban services and Level of service, economic development, parks and recreation, and natural resources.

A series of community meetings was held at various locations throughout the City during each of the three phases described above. The intent of these meetings was to inform the public about the *San Jose 2020 General Plan* process and to receive public input on this process.

The Task Force selected Growth Alternative V to form the basis of the *San Jose 2020 General Plan* and recommended a series of text changes intended to strengthen and reinforce the fundamental policies which have guided development in San Jose since *GP '75*. *San Jose 2020* represents the continuing evolution of San Jose into the twenty-first century. ■

II. BACKGROUND FOR PLANNING

An extensive array of background information was reviewed and analyzed during the preparation of the San Jose 2020 General Plan. The purpose of this chapter is to summarize the major findings and conclusions which have influenced the goals and policies of the General Plan. This background information was also used to develop the Land Use/Transportation Diagram of this Plan. ■

NATURAL ENVIRONMENT

The City of San Jose is located along the easterly side of the Santa Clara Valley. The Valley rises from sea level at the southerly end of San Francisco Bay to elevations of 150 to 400 feet easterly and southerly. The average grade on the Valley floor ranges from nearly flat to 2%.

To the southwest, the Valley gives way to the Santa Cruz Mountains, consisting of a number of complex ridges with rugged slopes, varying in gradient from 40 to 60 percent and more. The crest of these mountains lies at elevations of 2,000 to 3,400 feet. The highest point is Loma Prieta Peak at an elevation of 3,806 feet.

The eastern edge of the Valley is defined by the Diablo Range. The range consists of several parallel ridges with slopes varying between 20 and 60 percent, with small intervening valleys. The highest point within San Jose's Sphere of Influence is Copernicus Peak (elevation 4,372 feet) near the Lick Observatory at Mt. Hamilton. The lower foothills of this range have slopes ranging from 20 to 40 percent. The crests of these foothills vary from 1,000 to over 2,000 feet in elevation.

The undeveloped areas within San Jose's Sphere of Influence support a wide variety of ecosystems. Natural communities in the region range from salt water and fresh water marshes to scrub brush, foothill woodlands and coniferous forest.

The climate in San Jose is of a typical Mediterranean type modified slightly by marine breezes from the Pacific Ocean. The principal characteristics of this type of climate are warm, very dry summers and cool, relatively rainy winters. The air quality in San Jose is dependent upon climate and topography as well as on the quantity of pollutants.

Air quality in the region declined after World War II with increased industrialization and development. As the problems caused by air pollution were recognized by the State and Federal governments, air pollution standards were developed and enforced. Although the Bay Region is occasionally in violation of these standards, air quality in the region has substantially improved over the last 20 years as the result of actions and legislation at all levels of government.

San Jose receives a relatively modest 14-15 inches of rainfall per year which is characteristic of Mediterranean-type climates. This type of climate is also subject to recurring and sometimes long lasting droughts. In normal rainfall years, only about 50% of the County's water supply is provided locally, primarily from groundwater sources. In drought years, up to 90% of the water used by the County is imported. The sources of the imported water supply are beyond the control of local jurisdictions within the County and these sources cannot be considered stable. To reduce the need for imported water and to maximize the efficient use of the local supply, San Jose, the Santa Clara Valley Water District (SCVWD), and water retailers have worked together to conserve water. The City is also developing a large scale water reclamation program which would reuse treated wastewater to help conserve freshwater supplies.

Soils in Santa Clara Valley include clay in the low-lying areas, loam and gravelly loam in the upper portions of the Valley, and eroded rocky clay loam in the hills. Agricultural land capabilities range from prime to watershed. The prime cropland is located throughout the valley floor with moderately good cropland and prime pastureland adjacent to the hills and the Bay. The ridge areas have agricultural value as grazing land and are prime watershed lands.

Subsidence of soils has occurred on the valley floor. This problem is a result of withdrawal of groundwater for agricultural, domestic and industrial use at a faster rate than natural or artificial replenishment. In addition, development over large portions of the valley floor has reduced the percolation capacity of the

land, thereby reducing natural replenishment and perpetuating the subsidence. The Santa Clara Valley Water District (SCVWD) has recharged and stabilized the groundwater aquifer by pumping imported water into it. The three major groundwater basins, which are interconnected and underlie nearly 30 percent of the total County area, are the Santa Clara, Coyote, and Llagas Valleys. Groundwater supplies nearly 60 percent of the total water used in the Santa Clara Valley basin area and nearly all of that used in the Coyote Valley and Llagas Valley basin areas.

The ground water pumped from most of the existing wells in the County generally is of good quality. However, areas near the San Francisco Bay experience salt water intrusion; and the migration of saline water through tidal channels causes contamination. These occurrences of salt water intrusion are possible because of the aforementioned subsidence which has resulted from historical groundwater overdraught.

San Jose is located in a region of significant seismic activity and geotechnic instability. The major earthquake faults in the region are the San Andreas near the crest of the Santa Cruz Mountains and the Hayward and Calaveras fault system in the Diablo Range. Other potentially active faults, located in both the hills and valley areas of San Jose, are the Berryessa, Crosley, Clayton, Quimby, Shannon, Evergreen, and Silver Creek faults.

The hills and mountains around the Santa Clara Valley are the source of numerous perennial and intermittent streams. The major waterways include Los Gatos Creek, Guadalupe River and Alamitos Creek flowing out of the Santa Cruz Mountains; Coyote Creek and a host of tributaries including upper and lower Penitencia Creek and Silver Creek flowing out of the Diablo Range; and Fisher Creek with headwaters on the western side of Coyote Valley. Permanent bodies of water include Lexington Reservoir on Los Gatos Creek, Guadalupe, Almaden and Calero Reservoirs in the Santa Cruz Range, Anderson Lake in the Diablo Range, and the San Francisco Bay.

These streams and other bodies of water are important environmental features for the City and the region. Equally important is the quality of the water carried or contained by these bodies of water and the preservation of the riparian lands or ecosystems that are an integral part of these features. The San Francisco Bay and adjacent marshlands are particularly important to the region. The City has been working with

the State and Regional Water Quality Control Boards to preserve the water quality of the Bay and the sensitive saltwater marshes that are part of the Bay's ecosystem. These efforts primarily involve minimizing the discharge of freshwater effluent into the Bay from the Water Pollution Control Plant and better controlling nonpoint source pollutants carried by the storm drainage system. ■

Map 1 San Jose Setting

URBAN SETTING

The visual and functional character of San Jose is defined by the pattern and extent of its present urban uses. While there is still a significant amount of undeveloped land suitable for urban uses remaining on the valley floor, the hillsides surrounding the City are an extensive land resource devoted to non-urban uses such as watershed, range lands and wildlife habitat.

Residential use is by far the most prevalent urban use in San Jose occupying about 59% of all the City's developed urban land. This residential development is typified by low density, single-family detached housing. Approximately 58% of the City's housing stock is single-family detached housing, much of if located in homogeneous neighborhoods which are a product of large scale, suburban tract development on 6,000 or 8,000 square foot lots. Almost half of the housing stock has been built since 1970.

Single-family attached housing units (e.g., townhouses) make up about 9.5% of the City's housing stock and are characterized by densities of 10 to 16 dwelling units per acre. The remaining housing stock consists of a variety of multi-family housing units typically ranging in density from 12 to 40 dwelling units per net acre in structures of two to four stories in height. Multi-family developments are widely dispersed throughout the City, with the largest concentrations along major streets, located in the central and western parts of the City.

Commercial development occupies about 4.3% of the urban land in San Jose. Each commercial area has taken on a distinctive character. Outside the Downtown Core Area, commercial development exists in the form of neighborhood and community commercial centers, strip commercial developments along arterial streets, and regional shopping centers. The Downtown has evolved into a financial, office, cultural and entertainment center. The commercial development pattern has responded to the dispersed residential population.

Industrial development occupies about 8.5% of the urban land in San Jose. Industrial land is distributed along the First Street/Monterey Highway axis which runs from north to south through the City. The major industrial areas of the City are: Central City, North San Jose (including the Rincon de los Esteros Redevelopment Area), Edenvale (two large industrial areas located roughly seven miles southeast of Downtown), and the North Coyote Valley Campus Industrial Area (mostly undeveloped). The Central City industrial areas historically developed with manufacturing and heavy industrial uses. The North San Jose industrial area has been the fastest growing in the City since it is the closest to the path of job growth in Silicon Valley which has experienced phenomenal growth of high technology firms over the last 20 years. Substantial industrial development has also occurred in the southern portion of the Edenvale industrial area. Administrative offices, research and development and light manufacturing activities are the primary uses in the North San Jose and Edenvale industrial areas. North Coyote Valley, which is largely undeveloped, is expected to accommodate similar uses but in a campus like setting. Some of the older, heavy industrial development is being rehabilitated and converted to new, high technology uses. The City, however, recognizes the value of industrial service/supplier uses and intends to preserve these types of uses in many of the older industrial areas, such as the Monterey Corridor. Most of the City's industrial development has a low profile, landscaped industrial park character.

San Jose is the largest city in Santa Clara County, both in terms of population and area. The Urban Service Area is approximately 89,000 acres, of which 17.5% is vacant or unused. As shown on Figure 3, about 41% of this vacant land is designated for residential development. These residential land reserves, the planned conversion of developed properties to residential use, and the expected continued trend of density increases and redesignation to residential land uses will enable San Jose to

accommodate significant amounts of new housing to meet the demand created by future economic development.

San Jose will continue to provide the majority of the new housing to be built in Santa Clara County since the City has the largest reserve of vacant land planned for residential use. The supply of vacant residential land, however, is limited and the City must use this land efficiently. Two-thirds or more of the new units built in the City will be multi-family dwellings. Due to this and lower land costs in San Jose relative to the rest of the County, the City will continue to provide most of the lower cost, affordable housing built in the County. Figure 1 compares housing costs in San Jose to those in the rest of the County which is one of the highest cost housing markets in the United States.

San Jose's residential land supply will accommodate a wide variety of housing types including market rate and high end single-family detached and attached dwellings. Most of the City's new housing development will occur in the existing urbanized area of the valley floor. Some limited development may occur at the fringe of the urban area but only when the City determines that conditions are appropriate for additional urbanization. ■

Figure 1

Monthly Housing Costs			
	Mean Contract Rent	Owner Occupied	
		Condominium Homes	Single-Family Homes
San Jose	$800	$1,224	$1,339
Remainder of Santa Clara County	$816	$1,313	$1,487

Source: 1990 Census

Figure 2

Median Residential Resale Prices Santa Clara County - 1990	
City/Area	**1990**
Saratoga	$580,000
Los Altos	535,000
Los Gatos	435,000
Palo Alto	355,000
Cupertino	330,000
Sunnyvale	309,000
Campbell	255,000
Santa Clara	245,000
Milpitas	230,000
SAN JOSE	**230,000**
Mt. View	229,000

Source: San Jose Real Estate Board (Includes prices for single-family detached and attached units.)

Figure 3

Vacant Land by General Plan Designation
San Jose Urban Service Area
JULY 1993 (Gross Acres)

PLANNING AREA	Non-Urban	Single Family	Multi-Family	Commercial	Industrial	Public/ Quasi Public	Public Park & Open Space	Other	TOTAL
Almaden	189.68	455.54	18.38	1.54	3.53	1.32	61.28	109.03	**840.30**
Alum Rock	-	278.97	77.11	38.09	92.39	32.30	121.45	-	**640.31**
Alviso	-	24.25	7.56	49.45	435.87	331.39	321.56	65.87	**1,235.95**
Berryessa	71.00	388.74	87.59	36.17	260.33	22.33	29.23	18.31	**913.70**
Central	-	12.72	80.90	49.85	72.81	32.49	129.71	17.96	**396.44**
Coyote	-	-	-	-	1,499.33	-	-	-	**1,499.33**
Cambrian/Pioneer	-	57.57	101.08	7.26	19.96	14.91	-	-	**200.78**
Edenvale	527.07	563.02	310.20	50.81	868.08	12.64	183.22	-	**2,515.04**
Evergreen	212.62	3,440.93	17.87	48.08	351.67	95.11	211.45	47.23	**4,424.96**
North San Jose	-	5.46	139.40	51.05	684.74	339.74	28.14	-	**1,248.53**
South San Jose	32.47	91.45	216.22	172.48	212.57	9.68	422.31	16.11	**1,173.29**
Willow Glen	-	16.94	16.98	22.25	-	1.67	0.13	-	**57.97**
West Valley	-	4.32	32.18	16.85	-	-	-	-	**53.35**
TOTAL	**1,032.84**	**5,339.91**	**1,105.47**	**543.88**	**4,501.28**	**893.58**	**1,508.48**	**274.51**	**15,199.95**
% of Total of Vacant Land	**6.8%**	**35.1%**	**7.3%**	**3.6%**	**29.6%**	**5.9%**	**9.9%**	**1.8%**	**100.0%**

Note: General Plan Designations are from after 1993 General Plan changes approved December 14, 1993. The totals indicated on this chart may differ from the total vacant area in the urban service area as used elsewhere in the General Plan. The difference is due, partly, to the vacant transportation corridors not enumerated here. The "Non-Urban" category includes the General Plan designations of Non-Urban Hillside and Rural Residential. The "Other" category includes Private Recreation, Private Open Space, Agriculture, Airport Approach Zone, and the various special Core Area designations.

Source: City of San Jose, Department of City Planning and Building

Map 2 **San Jose Planning Areas**

JOBS AND HOUSING

The concept of a balance between the number of jobs and resident workers (generally referred to as the "jobs and housing balance") is integral to this General Plan and to an understanding of the regional urban setting. The jobs/housing balance is the relationship between the number of jobs provided by a community and the number of housing units needed to house the workers in those jobs. The best measure of jobs/housing balance is the jobs/employed resident ratio; a ratio of 1.00 indicates that there is a numeric balance between the number of jobs and the number of employed residents in a community. A ratio of less than 1.00 indicates that a community is "job poor" and that its economic development has not kept pace with its housing growth. Typically this implies that the community's tax base is weak and may be unable to support adequate levels of urban services.

A jobs/housing balance is more complicated than a simple numeric definition. It indicates whether a community's housing costs match worker incomes, travel distances between homes and jobs are not excessive, and the environment and quality of life are maintained at an acceptable level. A jobs/housing imbalance can create both environmental problems (increased traffic congestion, decreased air quality) and fiscal problems (insufficient resources to provide services since housing cannot pay for all its service needs).

Santa Clara County as a whole has been relatively well balanced (slightly "jobs rich") in terms of employment and resident workers. San Jose, however, has not equitably shared in the benefits of this relatively balanced economic condition. Most of the employment opportunities in the County have been and are located in the cities surrounding San Jose, while San Jose has had a much higher proportion of the County's population growth. Thus, San Jose has been the bedroom community for the employment centers in other cities. Between 1975 and 1980, this imbalance between San Jose and the other cities in Santa Clara County intensified. During this time frame, San Jose experienced 56% of the County's housing growth but captured less than 40% of the new jobs created in the County. In the 1980s, San Jose improved its rate of job growth by capturing 52% of the County's total employment growth. This was offset, however, by the housing and population growth experienced by San Jose in the same decade. 1990 Census figures show that San Jose accounted for 64.3% of the housing growth and 75.5% of the population growth in Santa Clara County between 1980 to 1990. The City's share of the County's total employment rose slightly from 1980 to 1990 increasing from about 37% to 38%. The City houses about 52% of the County's total population. Clearly, San Jose's previous role as a bedroom community has not significantly changed.

The 1990 Census reported that there was an average of 1.63 workers per household in San Jose. The 250,218 households in San Jose, therefore, housed about 407,862 workers. An economic consultant hired by the City using California Employment Development Department data estimated that there were about 318,150 jobs located in San Jose. That means there was a net out-commute of 89,712 workers from San Jose each day. Thus, nearly 22% of San Jose's resident labor force commuted to other cities, primarily to the north and west. The fact that there is severe peak hour congestion on routes between San Jose and North County cities is directly attributable to the jobs and housing imbalance within the County.

While San Jose's deficit of jobs compared to housing slightly improved in the 1980s, the County was developing an overall deficit of housing as compared to jobs. In 1980, there was a sizable in-commute to Santa Clara County from neighboring counties which has steadily increased since that time. Thus, the oversupply of jobs in other cities in Santa Clara County has become so large that it requires even more housing for workers than can be supplied by San Jose's net out-commute of resident workers.

The City of San Jose does not have sufficient fiscal resources to provide desired levels of City services, due in large measure to the fact that there is an imbalance of jobs and housing. As can be seen from Figure 4, San Jose's jobs/employed resident ratio of 0.78 is the second lowest of the ten largest cities in the County and is lower than the overall County ratio of 1.06. This indicates that San Jose's existing tax base is simply not adequate to support the service needs generated by its residents. A basic premise of this Plan is that San Jose's fiscal deficiencies can be improved under the current local government revenue structure only through attaining a better balance of jobs and resident workers. This means, in effect, that there needs to be more new economic development than new housing development. Another basic premise of this Plan is that a city's share of the regional housing need should be equivalent to the housing demand induced by employment in that city; the city with employment has the tax base to support services required by residential land uses. Thus, San Jose should not assume the responsibility for housing workers employed in other cities.

It is unlikely that San Jose will achieve a perfect balance between jobs and housing given past development patterns and the slower rate of economic growth anticipated in the future. San Jose, however, must make every effort to improve its jobs/housing balance and prevent any further deterioration in this balance if it is to provide adequate services to its residents. ■

Figure 4

Jobs/Housing Comparison in the Ten Largest Cities in Santa Clara County

1990 Estimates

Jurisdiction	Jobs	Households	Employed Residents	Jobs per Household	Jobs per Employed Resident	Employed Residents per Household
San Jose	318,150	250,218	407,862	1.27	0.78	1.63
Sunnyvale	127,620	48,753	70,630	2.62	1.81	1.45
Santa Clara	112,630	36,313	54,848	3.10	2.05	1.51
Mountain View	68,370	30,507	44,638	2.24	1.53	1.46
Palo Alto	81,290	28,868	40,822	2.82	1.99	1.41
Cupertino	35,650	17,539	27,163	2.03	1.31	1.55
Campbell	26,500	16,010	22,944	1.66	1.15	1.43
Milpitas	36,560	14,158	26,349	2.58	1.39	1.86
Los Gatos	16,400	12,444	18,151	1.32	0.90	1.46
Gilroy	12,790	11,049	17,495	1.16	0.73	1.58

Note: City numbers, except for San Jose, are Sphere of Influence and are not limited to incorporated areas of individual cities.
Source: Association of Bay Area Governments Projections '92.

FISCAL SETTING

The fiscal health of San Jose is integrally linked with the City's land uses and economic development activity. Generally, industrial and commercial uses generate greater revenues and require fewer services than residential uses. As a "bedroom community," San Jose has significant service demands while having limited revenues to pay for these services. Figures 5 and 6 document San Jose's relatively poor per capita revenues when compared with either other large cities in California or other "full service" cities in Santa Clara County. (These figures compare only sales and property tax revenues since they are the only common revenue sources from jurisdiction to jurisdiction).

Since cities within Santa Clara County share the same local economic system, tax revenues per capita should be similar. However, as shown on Figure 6, the prosperity in the metropolitan area is not spread equally between cities. There are basically two reasons for San Jose's lower revenues. First, San Jose has proportionally less economic development than other full service cities in the County: commercial land uses where most sales revenues are generated, and industrial land uses which are important for property tax revenues. The jobs-per-employed resident figures in Figure 6 show the general correlation between employment and tax revenues. Because there is proportionally less non-residential development in San Jose, residential land uses provide a greater share of property tax revenues. Second, housing in San Jose is less expensive than housing in the remainder of the County; therefore, San Jose receives less property tax revenue per dwelling unit than other cities.

Because of the constraints imposed by State law, options for improving local government revenues are limited. For this reason, it is critical to consider the fiscal implications of new growth. A fiscal analysis completed for the *San Jose 2020 General Plan* process demonstrated that the location and type of new development affect the costs of providing services. Generally, residential development on the fringe of the City costs more to serve than new growth in infill locations. Increased revenue from an industrial and commercial tax base is the most practical means of providing residents with reasonable levels of municipal services. ■

Figure 5

Fiscal Comparison of California Cities Exceeding 250,000 population				
1991-1992 Fiscal Year				
City	Population January 1, 1992	Property & Sales Tax Revenue Per Capita	Property Tax Revenue Per Capita	Sales Tax Revenue Per Capita
Oakland	377,898	$254	$184	$70
Los Angeles	3,579,572	$242	$166	$76
Sacramento	385,127	$222	$133	$89
San Diego	1,149,598	$216	$116	$100
San Jose	803,038	$163	$74	$$89

Note: Property Tax Revenue includes Secured and Unsecured, Voter Approved Indebtedness, Prior Year, and Other Property Taxes.
Source: Annual Report 1991-92 Financial Transactions Concerning California Cities, Gray Davis, State Controller.

Figure 6

Fiscal Comparison of Full Service Cities in Santa Clara County			
1991-1992 Fiscal Year			
City	Population	Property & Sales Tax Revenue Per Capita	Jobs Per Employed Resident
Palo Alto	56,334	$410	1.99
Mountain View	68,889	$315	1.53
Santa Clara	94,925	$362	2.05
Sunnyvale	120,509	$302	1.81
San Jose	803,038	$163	0.78

Note: Property Tax Revenue includes Secured and Unsecured, Voter Approved Indebtedness, Prior Year, and Other Property Taxes.
Source: Annual Report 1991-92 Financial Transactions Concerning California Cities, Gray Davis, State Controller.

DEMOGRAPHICS AND PROJECTIONS OF POPULATION

In planning for future growth, the total increase in population and the demographic characteristics of the population (household size, age and sex, workers per household) are important considerations. Population growth is a function of both natural increase and migration into or out of an area. The rate of natural increase, including births (fertility) and deaths (morbidity), has remained fairly constant over the past several years. Migration, however, is dependent on a wide variety of factors including current and anticipated economic conditions, allowed land uses, service capacities, and the difficult-to-quantify "quality of life." In addition, migration is frequently a function of a larger geographic area or economic region. For example, migration into San Jose has historically been influenced by employment growth throughout Santa Clara County.

During the 1980s, the population of San Jose increased more rapidly than anticipated in the Horizon 2000 General Plan. This was partially due to the fact that average household size actually increased to 3.08 persons per household (PPH) rather than declined to between 2.6 to 2.8 PPH as originally projected. Housing growth was also about 17% higher than expected. These two facts show that population growth projections must not be treated as predictions but as best guesses as to the direction growth may take in the future. To further dramatize this, the State Department of Finance estimates that less than three years after the 1990 Census, San Jose has added nearly 40,000 people growing from a population of about 782,000 to 822,000. During this same period, only 5,600 dwelling units were built in the City.

In addition to substantial population growth, the make-up and character of San Jose's population changed significantly during the 1980s. The median age rose from 27 to 30.6 which indicates that the City's proportion of older residents will continue to increase. Perhaps the most striking change is the increased diversity in the ethnic make-up of San Jose's population. No single ethnic group makes up a majority of the City's population. The largest group (49.6%) identified themselves as white but the largest growth rate (178%) between 1980 to 1990 occurred in those who identified themselves as Asian. The Hispanic population increased 48% between 1980 and 1990 to become 26.6% of the City's total population. These changes indicate that the City is growing more diverse which has implications in terms of anticipating the type and nature of the services the City's residents will need. The most significant concern will be to find the resources necessary to serve this growing population.

The City used ABAG's *Projections '92* to determine population growth for San Jose's Sphere of Influence, the area of maximum potential expansion for the City. Because no one can ever precisely predict what will occur in the future, a range of factors and assumptions was used by the City to slightly modify ABAG's conclusions. The City's assumptions can be generalized as follows:

- An increasing birth rate through 2005 followed by a leveling off of the birth rate by 2010.
- A slightly decreasing morbidity rate through 2010.
- Increasing in-migration, comprised primarily of persons less than 35 years of age.
- Increasing participation in the labor force by women.

Projections are not inevitable outcomes. Rather, they are calculations of a future condition if assumptions are proven valid. Using the above assumptions, the future population for San Jose will be characterized by the following:

- A total population in the year 2010 of between 959,000 and 1,040,000 persons, with a figure of around 1,000,000 persons being most likely.

- An older population, with a median age of 35 to 39 years in 2010 as compared to the median age of 27 years in 1980 and 30.6 in 1990.

- In-migration accounting for slightly more than one-half of the population growth between 1990 and 2010.

- Average household size increasing slightly to 3.10 PPH by year 2005 and then decreasing to 3.08 persons per household in 2010.

- New household formation increasing at approximately the same rate as population growth.

- The average number of workers per household will remain at around 1.6 in 2010 after the steady increase from 1.45 in 1980 to 1.63 in 1990.

The preceding projections are "unconstrained"; that is, they assume that no sociological or public policy limitations on population growth will occur. ■

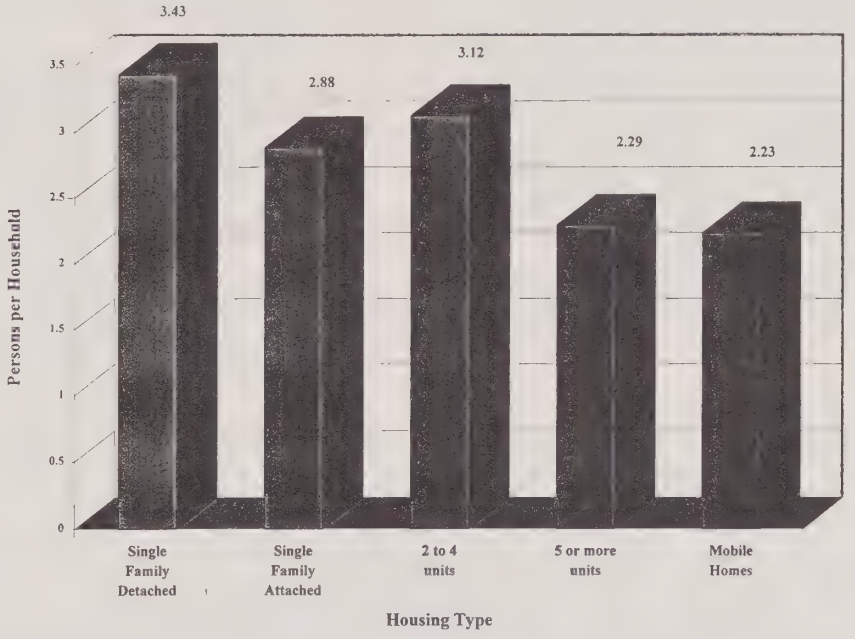
Figure 7

Age Composition of San Jose Population 1990 and 2010				
Age Category	Number of Persons 1990	%	Number of Persons 2010	%
0-4	65,666	8.4	80,297	8.0
5-9	59,604	7.6	84,124	8.4
10-14	51,921	6.6	85,811	8.6
15-19	55,186	7.0	66,444	6.6
20-24	68,069	8.7	64,384	6.4
25-29	83,865	10.7	59,650	5.9
30-34	82,801	10.6	52,001	5.2
35-39	68,329	8.7	52,906	5.3
40-44	57,698	7.4	63,943	6.4
45-49	45,406	5.8	82,122	8.2
50-54	34,737	4.4	82,301	8.2
55-59	28,693	3.7	63,808	6.4
60-64	23,915	3.1	53,774	5.4
65-69	20,099	2.6	41,233	4.1
70-74	14,131	1.8	28,579	2.8
75-79	10,453	1.3	20,542	2.0
80-84	6,653	0.9	13,428	1.3
85+	5,022	0.6	7,833	0.8
Total	**782,248**	**100**	**1,003,180**	**100**

Source: 1990 Census; ABAG Projections '92

Figure 8

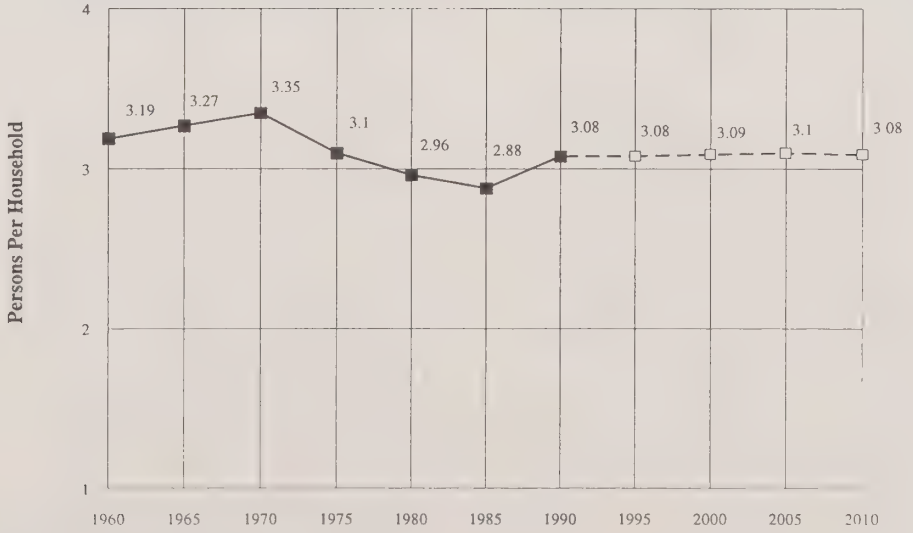
Persons Per Household by Housing Type, 1990



Source: Department of City Planning and Building

Figure 9

San Jose Household Size



Source: Department of City Planning and Building

PROJECTIONS OF EMPLOYMENT AND ECONOMIC ACTIVITY

San Jose is an economic, as well as geographic, component of Santa Clara County. Trends in economic activity in the County as a whole will largely determine economic trends in the City.

County-wide employment growth from 1990 to 2010 is expected to differ from general patterns established since World War II with decreasing manufacturing jobs and increasing service jobs. Highlights of historic growth patterns from 1950 to 1990 are:

- A 665 percent increase in total employment from about 110,000 jobs in 1950 to 841,800 jobs in 1990.

- Increases faster than the overall rate in Manufacturing (1000 percent increase), Services (700 percent increase) and Government (600 percent increase) between 1950 and 1980.

- Service sector jobs increased from 22% to 26% of County total employment between 1980 - 1990; manufacturing sector jobs declined from 36% to 32% during the same timeframe.

- An increasingly larger share of the Manufacturing sector was devoted to "high technology" products which have given Silicon Valley its name, including: computers and peripherals; calculators; communications equipment; electronic components such as semiconductors, circuit boards and CRT's; missiles and space vehicles; and instruments. This sector will continue to play an important role in future County job growth.

- Continued decline in Agriculture and Mining sectors.

- Increases in most other sectors in numbers of jobs, though at slower rates than total employment growth.

- The creation of 174,500 jobs during the four-year period from 1975 to 1980, an unprecedented growth of employment equaling 25 percent of the total number of 1980 jobs in the County.

- An increase of 145,400 jobs added to the County Between 1981 and 1990. Over 60% of this growth occurred in the first half of the decade before the state and national economies slowed.

Total employment in the County is projected to increase to about 1,105,800 jobs in 2010. This represents an "unconstrained" forecast, which assumes no barriers to economic expansion and growth. The anticipated 1990 to 2010 increase of about 244,000 jobs would represent a slower rate of employment growth than was experienced in Santa Clara County in the late-1970's and early 1980s. San Jose's share of this employment growth is projected to be about 126,000 jobs or 52%.

Those sectors of the County's and City's economies which will show the highest rates of growth are Services and Wholesale Trade. Job growth will increase slightly in the higher skilled, higher earning categories but stabilize between 2000 and 2010. In each of these sectors, high technology products and services will predominate. It is expected that local employment expansion by high technology manufacturing firms will be primarily non-production jobs such as administrative headquarters and research and development functions, with expansion of fabrication and assembly operations occurring in other regions for the most part. Programming and computer services will be a high growth industry. Agriculture and food processing jobs will continue to decline. All other sectors should experience growth, but at rates slower than overall employment growth.

The faster rates of growth in the high technology sectors and the fact that high technology employment growth in Santa Clara County will be largely white collar implies a

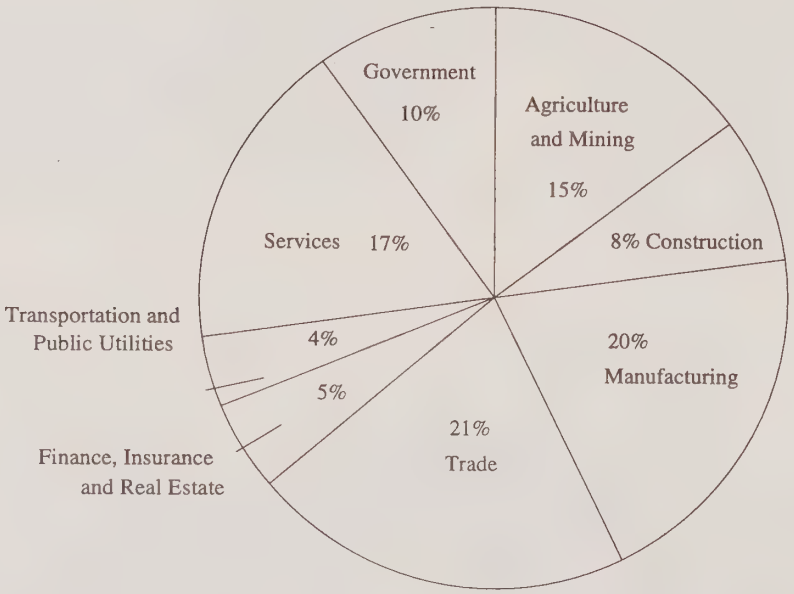
continuing demand for a well-educated and highly skilled labor force. Although high technology manufacturing may actually decline, the firms that make up these industries are developing complex innovative alliances with other hi-tech centers in the global economy. These alliances should ensure that Santa Clara County will continue to be the leading and most successful high-tech region in the United States.

In order for the City to have its share of the County's continued success and economic growth, it must ensure that a wide variety of industrial land is available to meet the needs of existing and future industries. San Jose is particularly well suited to accommodate growth in the high technology job sectors due to its sizable inventory or vacant industrial land and its relatively lower land costs compared to the rest of the economy. The City has also made substantial efforts to provide infrastructure and use other incentives to attract industrial development. San Jose also has other advantages including its proximity to the rest of Silicon Valley, its synergistic mix of existing businesses, and the fact that it provides most of the housing for the County. ■

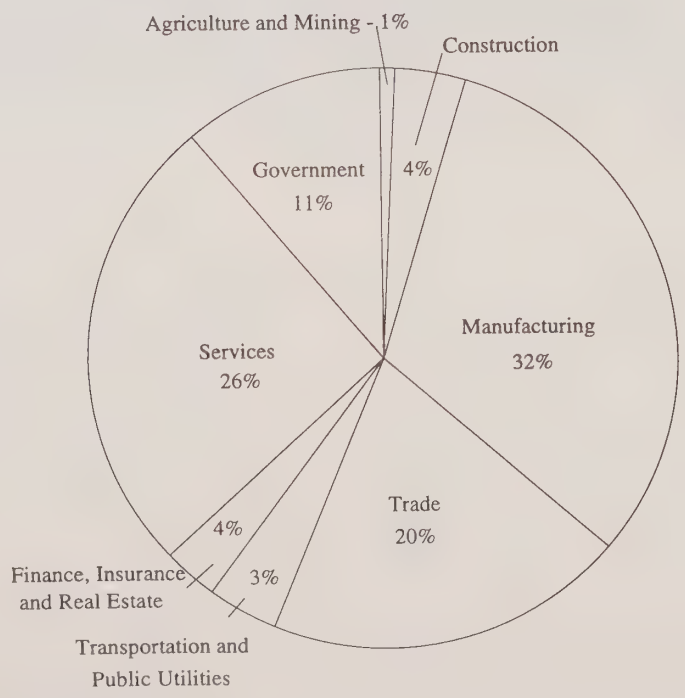
Figure 10

The Changing Composition of Employment, by Industry
Santa Clara County 1950 and 1990

1950



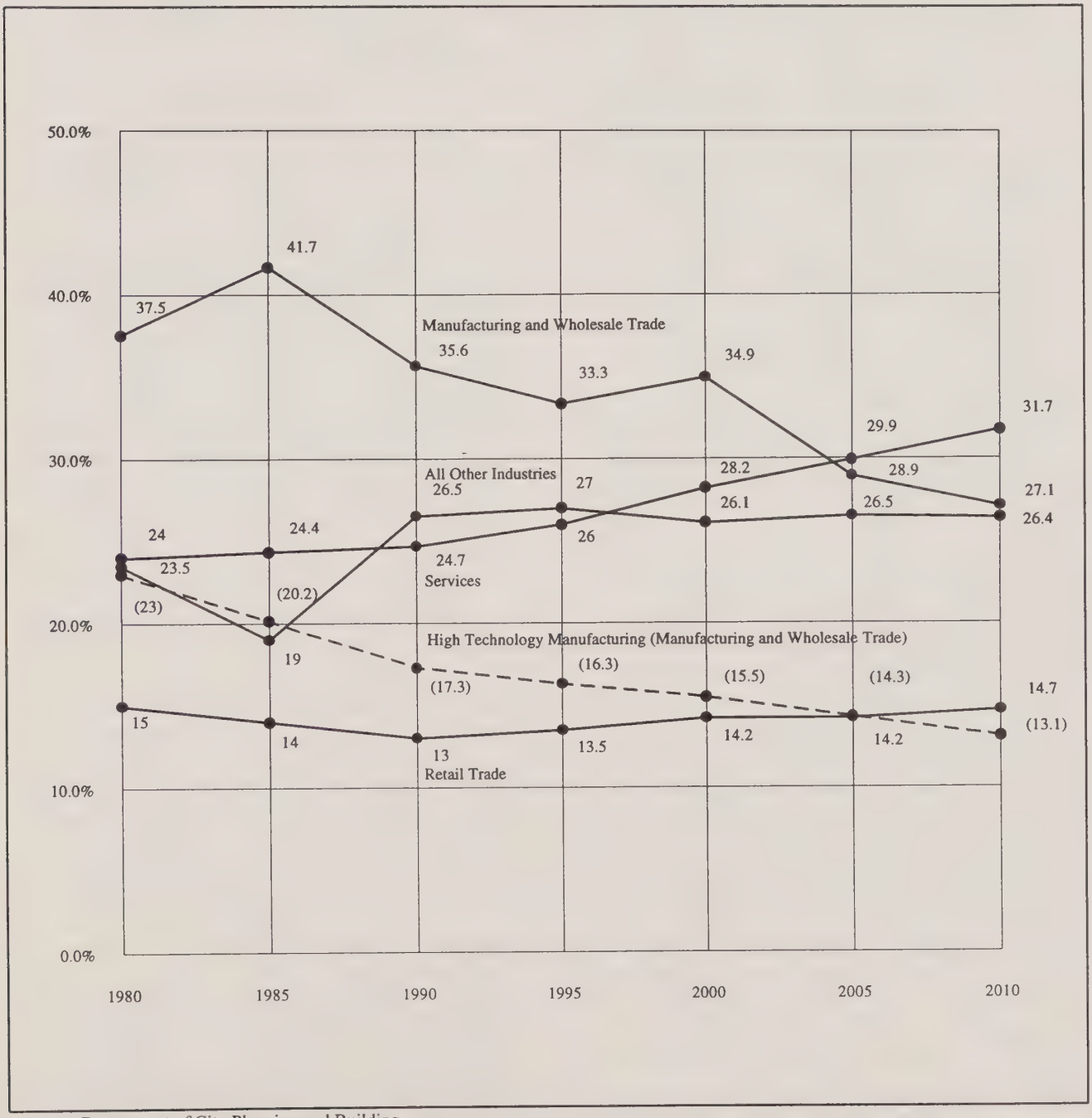
1990



Source: State of California, Employment Development Department

Figure 11

Projected Shifts in Shares of Employment, by Industry
Santa Clara County 1980-2010
(Percentage of Total Employment)



Source: Department of City Planning and Building

LAND USE/TRANSPORTATION DIAGRAM DEVELOPMENT

The questions of how much future population and economic growth should be accommodated in the City of San Jose between 1990 and the years 2010-2020, and where and when growth should occur, were fundamental issues addressed by the San Jose 2020 General Plan Task Force. A basic premise of the Task Force process, and one embodied in this Plan, is that growth can be planned and directed to achieve beneficial ends, and that the magnitude and location of growth is, therefore, of direct concern to the residents, businesses and taxpayers of San Jose. Another major factor considered by the Task Force in the development of the Plan was the realization that a significant portion of the planned City was already developed. The overall development pattern of the City has been established, thereby limiting the range of options to be considered in the design of the Plan.

The Task Force began the process of planning the future of the City by reviewing a series of background papers considering the economic, environmental, housing, demographic, fiscal, and urban service issues that could affect future growth in San Jose and the region. The purpose of these papers was to identify the opportunities and constraints faced by the City as it grows into the 21st century. The Task Force had to consider all of these issues before it could decide how much growth should be accommodated in the Plan consistent with the City's desire to maintain and improve its quality of life. A summary of the key issues is given below.

Economic

The need to encourage job growth and economic development continues to be critical to the future of the City. Job growth would improve the City's poor jobs/housing imbalance, and further economic development would help generate a more robust and stable tax base which is necessary to fund the City's urban service needs. This issue was so important that all the growth alternatives considered by the Task Force projected the same amount of job growth to ensure that the City would be planning for economic success. A key question was how much industrial land should be preserved to accommodate the job growth.

Environmental

The Task Force examined air quality, traffic congestion, water supply, water quality, and open space issues and their potential effects on restricting development in San Jose and the region. To a certain extent, these environmental factors could limit growth both in San Jose and the region. The City's ability to affect these factors is limited since they are regional issues. The type and distribution of future development in San Jose could, however, help minimize adverse impacts on these environmental factors. More compact forms of development would minimize adverse impacts on air quality, traffic congestion, open space, and to a lesser extent, water supply and water quality. More extensive, land consuming types of development would have greater adverse environmental impacts.

Perhaps the most significant environmental factor considered in the update process was traffic congestion. The limits on the traffic capacity of the anticipated transportation system and the City's transportation level of service policies were both critical factors in limiting growth.

Housing

San Jose provides far more housing than it does jobs but some level of future housing growth will be necessary to provide for existing unmet needs and to house future workers. The main questions the Task Force had to resolve were how much housing was necessary and of what type, and how should it be distributed. The amount and type of housing to be built had to be balanced against the City's ability to provide services and to create economic development

opportunities. The distribution question hinged mainly on whether or not new residential development should be limited to San Jose's existing Urban Service Area (USA) or expanded to include the Urban Reserves currently located outside of the USA. A subset of this issue was determining how much new residential development should be high density housing focused along light rail transit and other major transportation facilities defined as intensification corridors.

Demographic

Population growth in San Jose in the 1980's was enormous both in terms of absolute numbers and in relation to the Countywide growth. San Jose's growth appears to be continuing in the early 1990's as well and will create pressure for additional housing opportunities and increased services. The changing character of the City's population in terms of age and ethnicity will also impact service needs.

Fiscal

The City must be fiscally healthy if it is to be able to provide the services needed by its residents at adequate levels. Residential land uses generate large urban service needs but do not generate adequate revenues to pay for these services. Since San Jose is primarily a residential community, its fiscal resources are limited. Any new residential development in the City could act as a new drain on these limited resources. New industrial or commercial development, however, could enhance these resources since industrial and commercial uses tend to make fewer demands on urban services and tend to have higher property tax rates. Thus, improving the City's jobs/housing balance would improve the City's fiscal condition. Furthermore, locating new development of any type within the City's existing USA would have less adverse effects on the City's fiscal condition than development on along the urban fringe.

Urban Services

The City's existing ability to provide urban services and maintain its infrastructure was closely examined by the Task Force. It was found that the City was close to meeting its General Plan level of service goals for streets, sewers, and storm drains but it was finding it difficult to meet its goals for parks, recreation facilities, and libraries. Police and Fire Department services were still effective but under increasing strain. The City's problems in providing urban services were related to the economic, housing, demographic and fiscal factors already discussed above. The Task Force had to consider urban service impacts when determining how much residential development should be accommodated and where it should be distributed. Infill development within the City's Urban Service Area was the most efficient development pattern for providing urban services but there were still substantial urban service costs associated with any form of residential development. It was also found that current revenue sources were not sufficient to meet all anticipated service needs.

In addition to City urban service needs, the impacts of new growth on school districts and the Santa Clara Valley Water District were also examined. The Santa Clara Valley Water District is currently on schedule with its flood control improvements since much of that type of improvement is paid for by new development. School districts on the other hand were faced with classroom space shortfalls in the face of increasing housing growth. Given their limited financial resources, the school districts have indicated they need more assistance to meet the demand for schools services.

Growth Alternatives

The key factors listed above were used to establish the limits of the Growth Alternatives considered by the Task Force for the San Jose 2020 General Plan. The Task Force considered five Growth Alternatives summarized in Figure 12. One factor, job growth, was held constant

for all five alternatives. The reason for this was that continued economic development will be a critical factor in the future success of the City and its operations. The City must be in a position to take advantage of the economic development opportunities that can be foreseen and be flexible enough to accommodate those that are unforeseen as well.

Although total job growth was held constant (126,000 jobs), the distribution of these jobs varied with each alternative. These various distributions were not all equally probable and all had different implications for traffic congestion. In all of the alternatives, the bulk of the job growth would occur in the existing industrial areas of the City but a substantial number were also scattered throughout the City in shopping centers, office developments and other commercial areas.

The residential growth proposed in each alternative varied from a low of 52,000 units in Alternative I to a high of 70,000 units in Alternatives II and III. The low end of the range was established by the number of units planned for in the 1993 version of the Horizon 2000 General Plan. The high end of the range was established so that the maximum amount of additional housing growth proposed would not worsen the City's existing jobs/housing balance of about 0.78 jobs/employed resident. All of the alternatives assume that maximum job and housing growth will occur sometime between the years 2010 and 2020.

The distribution of new housing varied widely among the Alternatives although four of the five had some level of development proposed in the Urban Reserves which are located at the edge of the City's existing Urban Service Area (USA). Alternatives I and II proposed the same amount of residential development in the Urban Reserves (11,000 units) and Alternative IV proposed the greatest amount (23,000 units). Alternative V proposed the least amount (2,000 units) of development in the Urban Reserves. Alternative III was the only Alternative that proposed that all new housing development (in this case 70,000 units) be accommodated within the existing USA.

Three of the five alternatives, Alternatives II, III and V) also proposed that residential densities be increased along certain light rail transit and other major transportation facilities known as Intensification Corridors. The level of intensification varied from a low of 6,600 units (Alternative V) to a high of about 17,000 units (Alternative III). The alternatives were developed to test the advantages of locating high density residential development near public transit.

Alternatives II, III and V also proposed the conversion of some non-residential lands to residential use. The number of units proposed on converted lands varied in number (8,000-12,000 units) and distribution. The amount of industrial land proposed for conversion under these Alternatives was relatively minor to avoid any significant adverse effects on the City's economic development strategy.

Alternatives I-IV each underwent an analysis covering the major economic, environmental, fiscal, and other factors mentioned above. The Alternatives that proposed the least extensive residential development performed the best in terms of fiscal and environmental effects but all had problems in terms of limiting traffic congestion to acceptable levels. Alternative V was developed in response to the traffic congestion problem and was able to identify relatively limited transportation mitigation measures necessary to meet the City's transportation level of service (LOS) policies. Alternative V also sought to maximize the number of new dwelling units that could be accommodated in the Plan without significant adverse traffic impacts. The transportation mitigation measures proposed in Alternative V also worked for Alternative I so that it too complied with the City's transportation LOS policies. Thus, only Alternative I or V could be used as the basis for the San Jose 2020 General Plan. Alternative V was chosen by the Task Force since it provided a wider variety of

residential development opportunities that could be reasonably supported by the City's economic, fiscal and environmental conditions.

The City Council ultimately choose a modified version of Alternative V to form the basis of the San Jose 2020 General Plan. This modified version reduced the total number of dwelling units from 58,300 to 52,900. This change is due to the reduction of the potential number of dwelling units proposed on converted lands from approximately 8,700 to about 3,300. All other aspects of Alternative V remain the same in the modified version. ■

Figure 12

San Jose 2020 General Plan Alternatives		
	Key Concepts	**Planned Growth**
Alternative I	• Continue to pursue the Major Strategies, Goals and Policies of the Horizon 2000 General Plan. • Capture 52% of Countywide job growth. • Maintain 1993 development intensities. • Improve 1993 jobs/housing balance significantly.	• 126,000 new jobs • 52,000 new housing units • Population increased by about 160,000
Alternative II	• Allow extensive development beyond 1993 Urban Service Area boundary; full development of Urban Reserves. • Capture 52% of Countywide job growth. • Encourage moderate land use intensification along major transportation facilities. • Maintain 1993 jobs/housing balance.	• 126,000 new jobs • 70,000 new housing units • Population increases by about 216,000
Alternative III	• Contain all new development within 1993 Urban Service Area boundary; no development in Urban Reserves. • Capture 52% of Countywide job growth. • Encourage substantial land use intensification along major transportation facilities. • Maintain 1993 jobs/housing balance.	• 126,000 new jobs • 70,000 new housing units • Population increases by about 216,000
Alternative IV	• Allow extensive development beyond 1993 Urban Service Area boundary; full development in Urban Reserves including more intensive development in the Coyote Valley Urban Reserve. • Capture 52% of Countywide job growth. • Maintain 1993 development intensities. • Improve 1993 jobs/housing balance.	• 126,000 new jobs • 63,000 new housing units • Population increases by about 194,000
Alternative V	• Allow modest development beyond 1993 Urban Service Area boundary; only South Almaden Urban Reserve is developed. • Capture 52% of Countywide job growth. • Encourage modest land use intensification along major transportation facilities. • Improve 1993 jobs/housing balance significantly.	• 126,000 new jobs • 58,300 new housing units • Population increases by about 180,000
Preferred Alternative	• Key concepts the same as Alternative V.	• 126,000 new jobs • 52,900 new housing units • Population increases by about 163,000

Source: Department of City Planning and Building

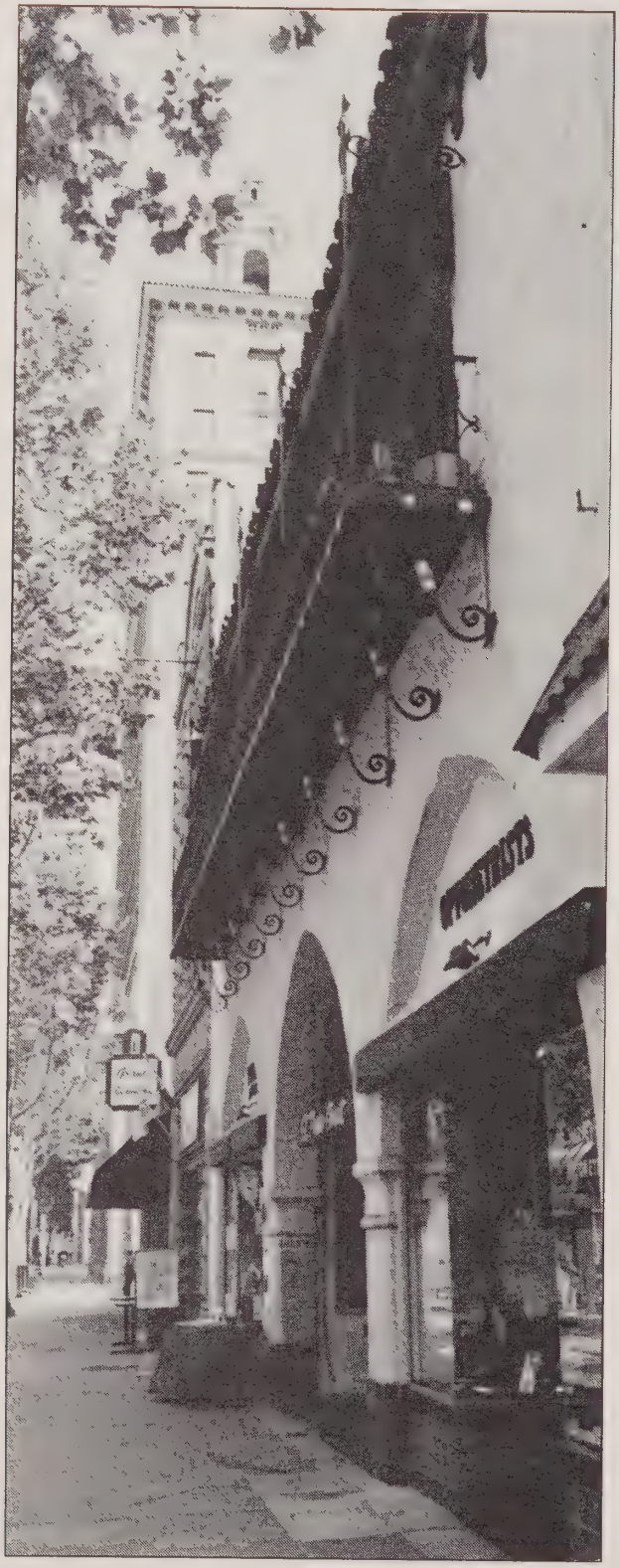
Figure 13

San Jose 2020 Probable Distribution of New Jobs (1990-2010)	
Location	**Jobs Added**
Alviso	1,000
North San Jose, Between Highway 101 and I-880	21,000
North San Jose, East of I-880	7,000
Greater Downtown	15,000
Japantown/Midtown	1,000
Monterey Corridor/ Communications Hill	5,000
Evergreen	5,000
Edenvale	16,000
North Coyote Valley	5,000
Subtotal	**76,000**
Other Areas[1]	50,000
Grand Total	**126,000**

[1]Includes shopping centers, retail commercial and office developments along major thoroughfares, and other industrial and commercial sites scattered throughout the City.

Figure 14

San Jose 2020 Probable Distribution of New Housing (1990-2010)	
Location	**Growth in Dwelling Units**
Vacant residential land within the 1993 Urban Service Area boundary	35,000
Non-residential lands converted to residential use	3,300
Intensification Corridors	6,600
South Almaden Valley Urban Reserve	2,000
Other lands designated for residential use	6,000
Total	**52,900**



III. MAJOR STRATEGIES

This section on Major Strategies identifies the principal objectives of the General Plan. This discussion is intended to provide a concise, very simplified statement of the central themes of the Plan. The Major Strategies are also intended to provide a broad framework for consistent interpretation and application of the Plan's individual goals and policies.

The Major Strategies of this General Plan establish the basic framework for planning in San Jose. The strategies also express the philosophy that the City should take a leadership role in the planning process, while encouraging community and private sector participation. All of the strategies are interrelated and supportive of each other. There is no hierarchy of importance intended by the order in which they are presented.

The Economic Development Major Strategy is designed to maximize the economic potential of the City's land resources while providing employment opportunities for San Jose's residents. The Growth Management Major Strategy addresses the need to balance the urban facilities and services demands of new development with the need to balance the City's budget. Infill development within urbanized areas is identified as an important means of controlling service costs through increased efficiency. The Downtown

Revitalization Major Strategy emphasizes the importance of a prominent and attractive Downtown as a catalyst that will bring new investment, residents, business visitors and new life to the center city.

The Urban Conservation/Preservation Major Strategy underscores the importance of protecting and enhancing San Jose's neighborhoods to promote residents' pride in the quality of their living environments. And the Greenline Major Strategy is directed to preserving the scenic backdrop of the hillsides surrounding San Jose, preserving land that protects water, habitat or agricultural resources, and offers recreational opportunities.

The Housing Major Strategy acknowledges the City's long time understanding of its role in the provision of housing to shelter its residents. The overall objective of the strategy is to provide a wide variety of housing opportunities to meet the needs of all the economic segments of the community in stable neighborhoods.

By promoting the conservation of natural and manmade resources, the Sustainable City Major Strategy seeks to ensure San Jose's ability to meet its future service needs while preserving its healthy living environment. ■

ECONOMIC DEVELOPMENT

Cities in metropolitan areas compete for economic development in order to increase their tax bases and generate the revenues necessary to provide facilities and services. The past trends and future projections for economic development indicate continued growth in metropolitan areas as a whole. It is vital, therefore, for San Jose to attract a large share of the areawide economic development. Otherwise, the City will face increasing pressures for housing and population growth without a solid financial base.

The City's economic development strategy strives to make San Jose a more "balanced community" by encouraging more commercial and industrial growth to balance existing residential development, by creating an equitable distribution of job centers and residential areas, and by controlling the timing of development. This concept is generally known as a jobs/housing balance. San Jose currently houses many more employed residents than it has jobs, therefore its existing jobs/housing balance is poor. This, in turn, makes it difficult to provide adequate urban services for its residents since residential use by itself does not generate sufficient revenues to cover service needs. Land uses that generate jobs do not require as many public services and typically generate greater revenue than residential use. One of the purposes of the economic development strategy is to improve San Jose's jobs/housing balance and maximize its ability to provide adequate urban services to its residents.

Economic development is a fundamental priority for future growth not only in order to improve the City's financial position but also to provide employment opportunities for San Jose's residents. The City's land use and transportation policies are designed to create attractive locations for a variety of businesses and industries. One of San Jose's strengths is the amount of vacant land available for future development; approximately 3900 acres of planned commercial, office and industrial land are expected to be absorbed between 1990 and 2020. This planned acreage offers a variety of industrial lands to accommodate choice in location in order to improve the City's competitive position. Much of this vacant land is also well distributed along the primary north-south transportation corridors serving the City.

To maximize the economic potential of the City's land resources, programs and policies must be carefully orchestrated with market conditions in order to attract the desired types of development. Redevelopment projects in the Downtown Core Area and the outlying industrial areas serve as a demonstration of the complexity of the economic development strategy. By creating an Office of Economic Development in 1986, the City has recognized the need to document the nature of the local economy, identify opportunities for expanding the community's economic base, promote a balance between basic industries and the service/supplier firms which support them, and actively market San Jose as a location for businesses and industrial facilities.

Industrial redevelopment areas have been the driving force behind the City's economic progress in the past two decades. Industrial growth is providing significant financial support for the revitalization of Downtown. In future decades the Downtown Core Area is expected to be the catalyst for new private investment in the Central City area, including high rise residential

development and the conversion of outmoded heavy industrial areas to new uses. These changes should improve land use compatibility and generate new revenues.

San Jose's industrial base includes industrial suppliers/services firms that are inextricably linked to the region's high technology manufacturing base. In combination, these industries fuel the San Jose economy. In order to retain, attract, and expand industrial supplier/services, specific industrial areas have been identified to accommodate these types of firms. It is critical to the City's economic viability to preserve the City's industrial areas that support these industries.

The combination of industrial areas, Downtown, regional and local centers, and other commercial and office development along major streets constitutes the City's economic base. Through the year 2020, the City will continue to support development and revitalization of these non-residential areas which are essential to the economic health of the community. Through tax increment financing and the formation of benefit assessment districts, the City supports both localized and citywide capital improvements which are essential to attract and serve economic development. The success of the other major strategies of the General Plan depends to a great extent on the success of economic development in San Jose. ■

GROWTH MANAGEMENT

The City of San Jose is a municipal corporation formed to deliver a broad mix of services to the citizens and property owners of the community. The General Plan reflects a serious interest in the effects of urban development on the City's operating and capital budgets and vice-versa. All land use decisions have an effect on future City tax revenues and on the costs of delivering services. Even though the direct relationship of an individual development decision to an individual budget program is not readily discernible, given the citywide scope of budget programs, an overall impact is clearly experienced over time. As long as the City continues to grow in population and housing units, the operating and capital budgets will have to deal with increased service demands. The purpose of a growth management strategy, therefore, is to find the delicate balance between the need to house new population and the need to balance the City's budget, while providing acceptable levels of service.

The City's strategy for growth management can best be described as the prudent location of new development to maximize the efficient use of urban facilities and services, and to this end, the General Plan encourages infill development within urbanized areas. The General Plan gives direction to the growth the City will experience in the future. Where and when growth is accommodated has major implications for service levels and on the costs of operating the City.

The need to accommodate housing development is created by the economic development strategy and the normal increase of population in the City. Industrial and commercial development seek a labor force to fill the employment opportunities being created. In order to attract high technology industry or Downtown banks and hotels, San Jose must continue to plan for some new housing development. There is a delicate balance between these land uses; insufficient housing resources can detract from economic

development and a surplus of housing production can place great strain on the City's financial capacity to deliver services.

Infill development of housing on the scattered vacant sites available in the urbanized area has been the City's growth management strategy since the early 1970's. In the future, the recycling of underutilized or blighted properties through privately sponsored redevelopment is likely to become more significant. As land values increase and with the increased attractiveness of sites near employment centers or on transit routes, new infill opportunities may be created. New housing developments in these types of locations could be very advantageous for the City if the new facilities and services required are minimal.

Level of service policies for transportation, sanitary sewerage and sewage treatment facilities provide a measure of protection for existing neighborhoods from any increased services required by infill development. New development is expected to pay for the infrastructure required to support it. A significant part of the costs for such infrastructure as arterial streets, sewers, storm drains, parks, fire stations and libraries are funded by fees and charges paid by new development. ■

DOWNTOWN REVITALIZATION

Downtown San Jose is vital to the City's long term economic and social well-being. Most of the time, revitalization is considered in terms of the economic and financial benefits to the City. While Downtown economic development is certainly important, Downtown's perceived identity and image as the heart of San Jose is equally significant.

General Plan policies specifically address the Downtown. Located near the geographic center of the City, Downtown is a uniquely accessible area at the hub of transit systems, freeways and arterial streets. The high-rise character of Downtown development makes it a landmark for the entire City. The diversity of land uses and architecture in Downtown establishes it as the most urban of the City's neighborhoods. Downtown is the site of civic events, parades and public celebrations.

A prominent and attractive Downtown is a catalyst that will bring new investment, residents, business visitors and new life to the center city. The neighborhoods and industrial areas surrounding the Downtown area also need to go through a revitalization process to counter the trends of deterioration and economic decline. The Downtown Strategy Plan, adopted

in 1992, guides development in the Downtown Core, and the neighborhoods that frame it, through the year 2010. The Strategy Plan identifies a development strategy which is economically and physically realistic and which encourages significant private investments with public assistance where appropriate. The objective for Downtown represents a strategy for renewal that begins symbolically in the center city and continues outward. As the City grows there will be more emphasis on revitalization of older neighborhoods, business districts and employment centers throughout the City. ■

URBAN CONSERVATION/ PRESERVATION

San Jose is a young City when measured by the relative age of its neighborhoods and housing stock. Yet, most of the City planned for 2020 already existed in 1990. The General Plan recognizes the importance of sustaining viable neighborhoods because there is no practical way to replace the City's housing stock, or its other physical assets.

There is a need to conserve these irreplaceable assets through a combination of public policies and private initiative. The City is more than a collection of structures. Residents have a need to belong to a neighborhood or an area with community identity that promotes civic pride and a concern for the community. The development of neighborhood participation through citizen organizations and local

improvement activities is essential to maintaining San Jose's quality of life.

The Urban Service Area and service level policies all support the conservation of existing neighborhoods, both mature and newly developing. Infill development is tempered by the consideration of protecting nearby areas from adverse impacts. The General Plan goals for employment and a sound tax base recognize that neighborhood conservation takes substantial resources. An overall level of economic stability enables individual citizens to maintain their neighborhoods and enables the City to maintain current levels of services. Clearly in a time of economic prosperity, the City would be able to improve services to existing neighborhoods.

Preservation of specific structures or special areas is a part of the urban conservation strategy. The objective of preservation goes beyond saving an individual structure or even a group of structures that may have architectural or historic significance. At a strategic level, preservation activities contribute visual evidence to a sense of community that grows out of the historical roots of San Jose's past. Historic and architectural structures add inestimable character and interest to the City's image. ■

THE GREENLINE

The Greenline is a strategy to define the ultimate perimeter of urbanization in San Jose. The Greenline is intended to develop clearer identity for San Jose by defining where the City begins and ends and to preserve valuable open space resources. The natural environment and resources surrounding the Urban Service Area are the inspiration for this strategy.

The key elements of the Greenline are the hillsides, the baylands and the rural/agricultural area in the south Coyote Valley. These multiple-use lands are all valuable and productive but not for urbanization. The open space lands preserved under the Greenline Strategy serve as environmental preserves for the protection of wildlife habitat, watersheds, and natural ecosystems. Open space lands also serve recreational purposes ranging from nature trails and bikeways to playgrounds and golf courses. The Santa Clara Valley floor and northern Coyote Valley floor within the Greenline are planned for ultimate development by the year 2020.

The hillsides are the most extensive and visually prominent feature addressed as part of the Greenline strategy. Planned uses in the hillsides include valuable watersheds, wildlife habitat areas and rangelands for agriculture and grazing. In addition, the Bay Area Ridge Trail is envisioned to run along the ridges of the hillsides which surround the City. The Hillside and Greenbelt Assessment Study, completed in 1986, encourages the creation of a permanent green line. The study emphasizes the purchase of as much open space land as the public is willing to support. In 1992 the Santa Clara County Open Space Authority was approved by the State Legislature. Although this new agency currently has no legal authority to collect fees or levy taxes, it is anticipated that it will eventually be in a position to acquire and maintain surrounding open space lands to help make the Greenline a reality.

General Plan policies for public and private development beyond the Greenline support this open space preservation strategy. Urban Design policies discourage street patterns that may increase development pressures in non-urban areas as well as discourage development from exposure to geologic hazards. By discouraging the expansion of urban services, particularly sanitary sewers, the Urban Service Area policies also reduce development pressures beyond the Greenline. Natural Resource policies and policies for recreational uses protect riparian habitats and the natural environment as well as encourage development that is sensitive to open space objectives. Allowable development, as defined by the Non-Urban Hillside land use designation and the Hillside Slope Density Formula, further supports the open space preservation strategy by promoting low-intensity and non-urban uses, consistent with Santa Clara County's General Plan, for lands beyond the Greenline.

The Greenline symbolizes the fact that planning for San Jose's urbanization has reached a logical, practical limit. Future development, infill, revitalization and conservation will be focused on the area planned for urbanization.

Community recognition that San Jose will not continue expanding outward indefinitely will encourage the reallocation of financial resources and political energy toward improving the quality of life. In this sense, the Greenline strategy calls for renewed commitment to a cohesive identity for San Jose. ■

HOUSING

One of the key functions of a city is the provision of housing to shelter its residents. The City of San Jose does not directly provide housing for its residents, since most housing is built by the private sector, but its housing policies and programs can influence the production of housing. The City's overall housing objective is to provide a wide variety of housing opportunities to meet the needs of all the economic segments of the community in neighborhoods which are stable and have adequate urban services. To achieve this objective, the City's housing strategy includes careful planning for residential land uses at appropriate locations and densities. The strategy seeks to maximize housing opportunities on infill parcels already served by the City and to consider the addition of new residential lands only when the City is confident that urban services can be provided. The housing strategy also seeks to provide sufficient housing opportunities for new workers to encourage and support continued economic development. For those households that need help in finding affordable housing, which is housing that costs no more than 30% of income for households of very low, low, and moderate income, the strategy includes financial assistance and other measures to encourage the construction, rehabilitation and conservation of affordable housing.

The essential components of the housing strategy include:

- The land use and housing policies of the General Plan.

- The housing assistance programs and activities described in the City's Comprehensive Housing Affordability Strategy (CHAS) and administered by the Housing Department.

The General Plan identifies the City's goals and policies for maintaining and increasing housing opportunities to meet current and projected housing needs. These goals and policies are not just found in the housing sections of the Plan but are woven throughout the Plan and influence the City's land use and development decisions. The Plan identifies policies and programs to eliminate housing discrimination, to encourage the preservation and expansion of the existing supply of housing affordable to very low-, low- and moderate-income households, to improve permit processing, and to encourage City participation and cooperation with other public and private entities to improve housing opportunities. The Plan also allows considerable flexibility in providing housing opportunities on sites not planned for residential use and in allowing increased residential densities to expand affordable housing opportunities.

San Jose's Comprehensive Housing Affordability Strategy (CHAS) identifies the specific programs the City intends to implement to encourage the production and maintenance of affordable housing. These programs identify the resources available to the City and describe how the City will maximize the use of these limited financial resources to conserve, rehabilitate, and increase the supply of the City's affordable housing stock. The General Plan and CHAS support and cross-reference each other to create a comprehensive and detailed housing strategy.

San Jose has found that adequate urban services are critical to forming a healthy and safe living environment. The Housing Major Strategy works with the Growth Management Major Strategy which focuses on encouraging infill development which the City can serve without overwhelming the City's fiscal resources. The housing strategy, therefore, tends to encourage new housing within the City's existing Urban Service Area and higher density residential development particularly near transit facilities.

Higher density infill housing also works to ensure the efficient use of land and to reduce the pressure to build more housing at the fringe of the City and thus helps to support the Greenline

strategy. Continued economic growth in the City and the region could be adversely affected by an inadequate supply of housing which would make it difficult to attract new workers. To support the Economic Development Major Strategy and attract new workers, San Jose needs to provide a variety of housing opportunities designed to meet the housing needs of those workers and their families at a cost that matches the income levels of these workers.

The Housing Major Strategy is designed to promote housing opportunities but will not of itself build any housing. To meet the challenge of actually producing the housing needed in San Jose, the City needs the cooperation of the housing development and financial communities to find ways to implement the housing opportunities provided by the City. San Jose's housing strategy cannot solve the County's or region's housing problems. The strategy encourages regional cooperation, but other communities must do their share to increase housing opportunities. The state and federal governments should also be involved in providing financial and other types of assistance to meet the housing needs of those segments of the community that can not or will not be served by the private sector. ■

SUSTAINABLE CITY

The Sustainable City Major Strategy is a statement of San Jose's desire to become an environmentally and economically sustainable city. A "sustainable city" is a city designed, constructed, and operated to minimize waste, efficiently use its natural resources and to manage and conserve them for the use of present and future generations. San Jose acknowledges that it exists within both a regional and global environment. Its decisions regarding natural resources will have impacts outside the City's jurisdiction, and the decisions of others in the region and beyond will impact the City's ability to meet its future needs. San Jose will encourage and participate in cooperative/regional efforts intended to improve the quality of air and water and to conserve land, soil, water, energy and ecosystems such as the Bay, forests, riparian corridors, fisheries, grasslands, etc..

The strategy seeks to reduce traffic congestion, pollution, wastefulness, and environmental degradation of our living environment. By conserving natural resources and preserving San Jose's natural living environment, the concept of sustainability becomes a means of encouraging and supporting a stronger economy and improving the quality of life for all who live and work in San Jose.

As the City's guide for growth and development, the General Plan is a unique tool for ensuring that future planning efforts minimize impacts on resource consumption and help maintain the City's overall quality of life. The successful creation of a more sustainable urban form will also help ensure that the City is able to sustain the infrastructure and services necessary to sustain San Jose's economy and quality of life.

The City operates many programs that promote the wise use of natural resources and are intended to move San Jose towards sustainability. These programs include recycling, waste disposal, water conservation, transportation demand management,

transportation systems management, energy efficiency, and preventive maintenance of the built environment. In addition, the City also oversees hazardous materials storage, offers toxic waste minimization and pollution prevention programs, and is responsible for wastewater treatment and reclamation. The Sustainable City Major Strategy is intended to support all of these efforts by ensuring that the urban form is designed and built in a manner consistent with the objectives of efficient resource use and environmental protection.

General Plan policies specifically address issues related to efficiency in resource consumption. Building and site design policies improve energy and water efficiency. Water resources policies address the need for the conservation and protection of watershed and groundwater recharge areas. Air quality policies require the City to regulate the sources of air pollution and monitor the cumulative impacts of development on air quality. Urban Service and Natural Resource policies promote the efficient use of land and prevent urban sprawl, conserve open spaces and preserve pristine natural habitats. In addition, the General Plan's continued emphasis on land use related issues such as achieving a relative job/housing balance and orienting development around transit facilities contributes to sustainability by shortening trip lengths and helping to increase the availability and convenience of transit, biking and walking. This conserves energy and improves water and air quality.

By promoting the importance of conservation and preservation of natural resources in the City, the Sustainable City Major Strategy works with the other major strategies of the General Plan to ensure that San Jose will be able to provide urban services to its residents in the most efficient manner possible, and that the City will have its best chance to sustain adequate level of services into the future. ■

IV. GOALS AND POLICIES

Goals and policies are an integral part of the General Plan. Each major section of Goals and Policies is preceded by an introductory narrative which is intended to provide a frame of reference for the goal and policy statements which follow. This information is also intended to provide a brief summary of the significant background information, analysis and documentation on file in the Department of City Planning from which the Goals and Policies are derived. ■

CITY CONCEPT

The City Concept goals and policies collectively express a concern with the quality of life and the livability of San Jose. They are directed toward trying to make San Jose a recognizable and distinct place which is complete in terms of providing a wide variety of opportunities for living and working, as well as enjoying cultural and recreational pastimes. They are also directed toward trying to make San Jose's many diverse neighborhoods meaningful parts of the larger community.

The quality of life for San Jose residents will be enhanced by a commitment which places the highest value on people and encourages citizen participation in government.

Urban Conservation

Goal: Improve the existing quality of life and create a stable, mature community.

Policies:

1. In the development review process and in designing service and capital facility programs, the City should strive to create an environment in which the highest value is placed on people.

2. The City should encourage new development which enhances the desirable qualities of the community and existing neighborhoods.

3. The City should provide the highest level of service feasible consistent with the City's fiscal resources.

Community Identity

Goal: Enhance the sense of community identity in San Jose.

Policies:

1. The City should encourage the development of a compact, cohesive pattern of urbanization with definite, identifiable boundaries that readily create a sense of community identity.

2. The City should promote the revitalization of the Downtown Core Area as a major focal point for the identity of San Jose.

3. The City should foster the participation of residents in local government decision-making and in the social, cultural and recreational activities of the community.

Neighborhood Identity

Goal: Enhance the sense of neighborhood identity in San Jose.

Policies:

1. Neighborhood groups should have input to the decision-making process in City government.

2. City services and facilities should be equitably distributed throughout the community to the extent feasible.

3. Public and private development should be designed to improve the character of existing neighborhoods. Factors that cause instability or create urban barriers should be discouraged or removed.

4. Neighborhoods should include places for interaction among residents such as parks, community centers, schools, commercial areas, churches, and other gathering points.

5. To increase neighborhood child care options, the city encourages the location of child care facilities in neighborhood schools, churches and other suitable facilities.

Balanced Community

Goal: Develop a balanced and complete community in terms of land use distribution and densities, housing types and styles, economic development and job opportunities and opportunities for social and cultural expression.

Policies:

1. The City should foster development patterns which will achieve a whole and complete community in San Jose, particularly with respect to improving the balance between jobs and economic development on the one hand, and housing resources and a resident work force on the other. A perfect balance between jobs and housing may not be achievable but the City should attempt to improve this balance to the greatest extent feasible.

2. Varied residential densities, housing types, styles, and tenure opportunities should be equitably and appropriately distributed throughout the community and integrated with transportation systems. Higher densities are encouraged near light rail lines and other major transportation facilities to support the use of public transit.

3. Encouragement should be given to achieving a social, economic and housing mix in all neighborhoods.

4. Business and industry should be encouraged to provide job opportunities for all members of the community's work force.

5. Developers of large industrial, commercial, or residential projects should be encouraged to identify and appropriately address the potential need generated by these projects for child care facilities or services. ■

COMMUNITY DEVELOPMENT

Land Use

Residential Land Use

There are a wide variety of residential neighborhoods in San Jose, each with its own character defined by setting, housing types, densities and, in some cases, cultural heritage. The environment and livability of existing residential neighborhoods are an intangible but important community resource to be preserved. Similarly, these qualities should be fostered in future neighborhoods. To this end, the Residential Land Use goals and policies reflect concerns for the protection of neighborhoods from incompatible land uses, the adequacy of public facilities and services, and protection from hazards.

The Residential Land Use policies also reflect the City's objective to promote higher density residential development in the future than was typical in the past. This objective recognizes that remaining vacant land resources are finite and should be used as efficiently as possible, that the relative affordability of housing is enhanced by higher densities given the rising price of land, and that higher densities make the delivery of public services more cost-effective. A high standard of site planning and architectural design quality can make higher density housing attractive to both the consumer and the neighborhood where it is located. Given the finite nature of available land resources and the increasing fiscal constraints on the City, new residential development should provide on-site open space and recreational opportunities to adequately supplement the City's limited park resources.

The Residential Land Use goals and policies are primarily guidelines for the physical development of residential neighborhoods and proximate land uses. The Housing goals and policies, on the other hand, address the maintenance, rehabilitation, improvement and

development of housing, particularly relating to affordability.

Residential Land Use Goal:

Provide a high quality living environment in residential neighborhoods.

Residential Land Use Policies:

1. Residential development at urban densities (one dwelling unit per acre or greater) should be located only where adequate services and facilities can be feasibly provided.

2. Residential neighborhoods should be protected from the encroachment of incompatible activities or land uses which may have a negative impact on the residential living environment. In particular, non-residential uses which generate significant amounts of traffic should be located only where they can take primary access from an arterial street.

3. Higher residential densities should be distributed throughout the community. Locations near commercial and financial centers, employment centers, the light rail transit stations and along bus transit routes are preferable for higher density housing. The Housing Initiative program encourages the construction of high density housing and supportive mixed uses. The Housing Initiative area includes the Downtown Frame, major arterials radiating from Downtown, and sites within 2,000 feet of Light Rail Stations located along the Guadalupe Corridor from the Metro/Airport to Cottle Road stations.

4. Due to the limited supply of land available for multiple family housing, public/quasi-public uses, such as schools and churches, should be discouraged in areas designated for residential densities exceeding twelve units per acre on the Land Use/Transportation Diagram except in the Downtown Core Area.

5. Residential development should be allowed in areas with identified hazards to human habitation only if these hazards are adequately mitigated.

6. Mobilehome parks should be encouraged to locate in various areas of the City rather than concentrating in a few areas.

7. Housing developments designed for senior citizens should be located in neighborhoods that are within reasonable walking distance of health and community facilities and services or accessible by public transportation.

8. Residential social service programs (e.g., board and care facilities) should be equitably distributed throughout the City rather than being concentrated in a few areas. The City should encourage the County and other social service licensing agencies to recognize and implement this policy.

9. When changes in residential densities are proposed, the City should consider such factors as neighborhood character and identity, compatibility of land uses and impacts on livability, impacts on services and facilities, including schools, to the extent permitted by law, accessibility to transit facilities, and impacts on traffic levels on both neighborhood streets and major thoroughfares.

10. In areas designated for residential use, parking facilities to serve adjacent non-residential uses may be allowed if such parking facilities are adequately landscaped and buffered, and if the only permitted access to neighborhood streets is for emergency vehicles.

11. Residential developments should be designed to include adequate open spaces in either private yards or common areas to partially provide for residents' open space and recreation needs.

12. New mobilehome parks are not allowed in areas designated for industrial land uses. Existing mobilehome parks in industrial areas should, however, be considered permanent rather than interim uses, and should be given the same protection from adjacent incompatible uses as would be afforded any other residential development.

13. In the design of lower density, single-family residential developments, particularly those located in the Rural Residential, Estate Residential and Low Density Residential categories, consideration should be given to the utilization of public improvement standards which promote a rural environment, including such techniques as reduced street right-of-way widths, no sidewalks and private street lighting.

14. Due to the pervasive flooding and geotechnical hazards in the Alviso area, new residential development in Alviso should be allowed only on infill sites within existing neighborhoods.

15. Single-family and duplex residential development should be designed with limited access to arterial streets as follows:

    - No direct frontage or access on six-lane arterials or within 350 feet of the intersection of two arterials.

    - No direct frontage or access on four-lane arterials; direct frontage or access is strongly discouraged.

    The use of frontage roads, corner lots, open-end cul-de-sacs or other street design solutions for access is encouraged.

16. Bed and breakfast inns may be located on properties designated for residential land use, regardless of density, provided that parking and other possible impacts on the surrounding neighborhood can be satisfactorily mitigated.

17. Small residential social service facilities for up to six persons are appropriate in residential neighborhoods of any density. Facilities for more than six persons should be located only in areas designated for residential densities exceeding 8 dwelling units per acre.

18. The City encourages developers of large residential projects to identify and appropriately address the need generated by these projects for child care facilities and services.

19. New single-family flag lots are appropriate on hillside properties but otherwise should be limited to the occasional large parcel which is unique in its neighborhood. Flag lot development in non-hillside areas should have a clear and visible relationship to the neighborhood and the street and should be approved only through the Planned Development zoning process which can assure that relationship. To strengthen the neighborhood preservation policies and objectives of the plan, the City Council has adopted a policy establishing criteria for the use of flag lots.

20. Freestanding communications structures such as towers, antennae and monopoles should not be located on sites designated for residential land use unless such sites are occupied by a P.G. & E. substation or corridor for high-tension lines exceeding 200 KV.

21. Roads, buildings and landscaping for new residential projects should be designed and oriented to maximize energy conservation benefits for space heating and cooling to the extent feasible.

Commercial Land Use

The commercial land use policies reflect the need to locate new commercial uses in the community which facilitate convenient shopping and easy access to professional services and which contribute to the economic base of the City. Redevelopment of existing commercial strips and areas and the conversion of existing structures to more appropriate uses should result in the upgrading of these areas.

Commercial Land Use Goal:

Provide a pattern of commercial development which best serves community needs through maximum efficiency and accessibility.

Commercial Land Use Policies:

1. Commercial land in San Jose should be distributed in a manner that maximizes community accessibility to a variety of retail commercial outlets and services and minimizes the need for automobile travel. New commercial development should be located near existing centers of employment or population or in close proximity to transit facilities and should be designed to encourage pedestrian and bicycle access through techniques such as minimizing building separation from the street, providing convenient and pleasant pedestrian connections, secure bike storage, etc. Employee intensive uses should be encouraged to locate along multi-modal transit corridors.

2. New commercial uses should be located in existing or new shopping centers or in established strip commercial areas. Isolated spot commercial developments and the creation of new strip commercial areas should be discouraged.

3. Any new regional-scale commercial development should be encouraged to locate

in the Downtown Core Area rather than in suburban locations.

4. The City should encourage the upgrading, beautifying, and revitalization of existing strip commercial areas and shopping centers.

5. Commercial development should be allowed within established residential neighborhoods only when such development is compatible with the residential development and is primarily neighborhood serving.

Hotel/motel development elsewhere in the City may be allowed when it would not interfere with the Downtown Revitalization Major Strategy. This policy is effective until the City Council finds that Downtown hotel development objectives are substantially achieved.

8. The City should encourage retail and service establishments to locate in the Downtown Core Area in order to serve residents and employees. In this regard, consideration should be given to providing appropriate assistance to such small businesses.

6. New commercial uses or expansion of existing uses within the referral areas of the Airport Land Use Commission should give appropriate consideration to A.L.U.C. policies.

7. New hotel development should be located in the Downtown Core Area in order to support convention center development and other Downtown revitalization objectives.

9. Proposals to convert residential properties along major streets to office or commercial use should be approved only when there is a substantial non-residential character to the area and where satisfactory parking and site design can be demonstrated.

10. Combined convenience store/service station uses should not be allowed.

11. Adult entertainment uses (i.e., adult motion picture theaters, adult book stores, adult cabarets, and massage parlors) should not be located within close proximity to residential neighborhoods, schools, or one another.

12. The City encourages developers of large commercial projects to identify and appropriately address the potential need generated by these projects for child care facilities or services.

13. Freestanding communications structures such as towers, antennae and monopoles may be allowed on sites designated for commercial land use when such sites are occupied by a P.G. & E. substation or corridor for high-tension lines exceeding 200 KV or the proposal is consistent with General Plan Urban Design height policies for structures other than buildings.

14. Roads, buildings and landscaping for new commercial development should be designed and oriented to maximize energy conservation benefits for space heating and cooling to the extent feasible.

15. Existing commercial development within residential neighborhoods may expand when such development is small scale and is compatible with the adjacent residential neighborhood.

Industrial Land Use

The Economic Development goals and policies encourage the development of industrial land. The Land Use/Transportation Diagram designates a sufficient supply of land for industrial development for the time frame of the General Plan and, perhaps, beyond. These industrial areas are primarily located along the First Street/Monterey Highway spine of San Jose between Alviso and the Coyote Valley and are appropriate for a wide variety of activities.

Older industrial areas near the Downtown Core Area were developed before 1950 and were dominated by canneries and associated industries. A decline in the food processing industry has followed the decline of agricultural production in the Santa Clara Valley. Some of these older industrial areas are under-utilized and their redevelopment is encouraged. Other older industrial areas are dominated by a variety of heavy industries which are necessary components of the local economy and whose continued operation is encouraged. These older industrial areas, such as the Monterey Corridor, provide lower cost lands and buildings necessary for industrial service/supplier uses and act as incubators for the new firms and industries which will fuel future job growth. The City intends to preserve these areas as part of its Economic Development Major Strategy.

New industrial development will occur largely in locations further from the Downtown Core Area. The distribution of industrial lands in the City encourages a more balanced geographic distribution of jobs and housing in the City. High technology industries are predominant. Major activities will include administrative, research and development activities, as well as manufacturing.

The Industrial Land Use goals and policies and the industrial designations on the Land Use/Transportation Diagram reflect the City's objective of locating appropriate employment-intensive land uses close to residential areas, thereby contributing to shorter commute distances.

Recognizing that sustainable economic development depends on a healthy natural environment, the City and industry have been working together to reduce pollutants and water usage that could affect San Francisco Bay. Policies in this section and in the Natural Resources section support this continuing effort.

Industrial Land Use Goal:

Provide sufficient land for a variety of industrial uses that is distributed to provide optimum commute access and to promote a

balanced distribution of jobs and housing to reduce traffic congestion and air pollution.

Industrial Land Use Policies:

1. Industrial development should incorporate measures to minimize negative impacts on nearby land uses.

2. The City should encourage the development of new industrial areas and the Redevelopment of existing older or marginal industrial areas, particularly in locations which facilitate efficient commute patterns. The use of Redevelopment tax increment financing to provide necessary public improvements is one means of encouraging this economic development and revitalization.

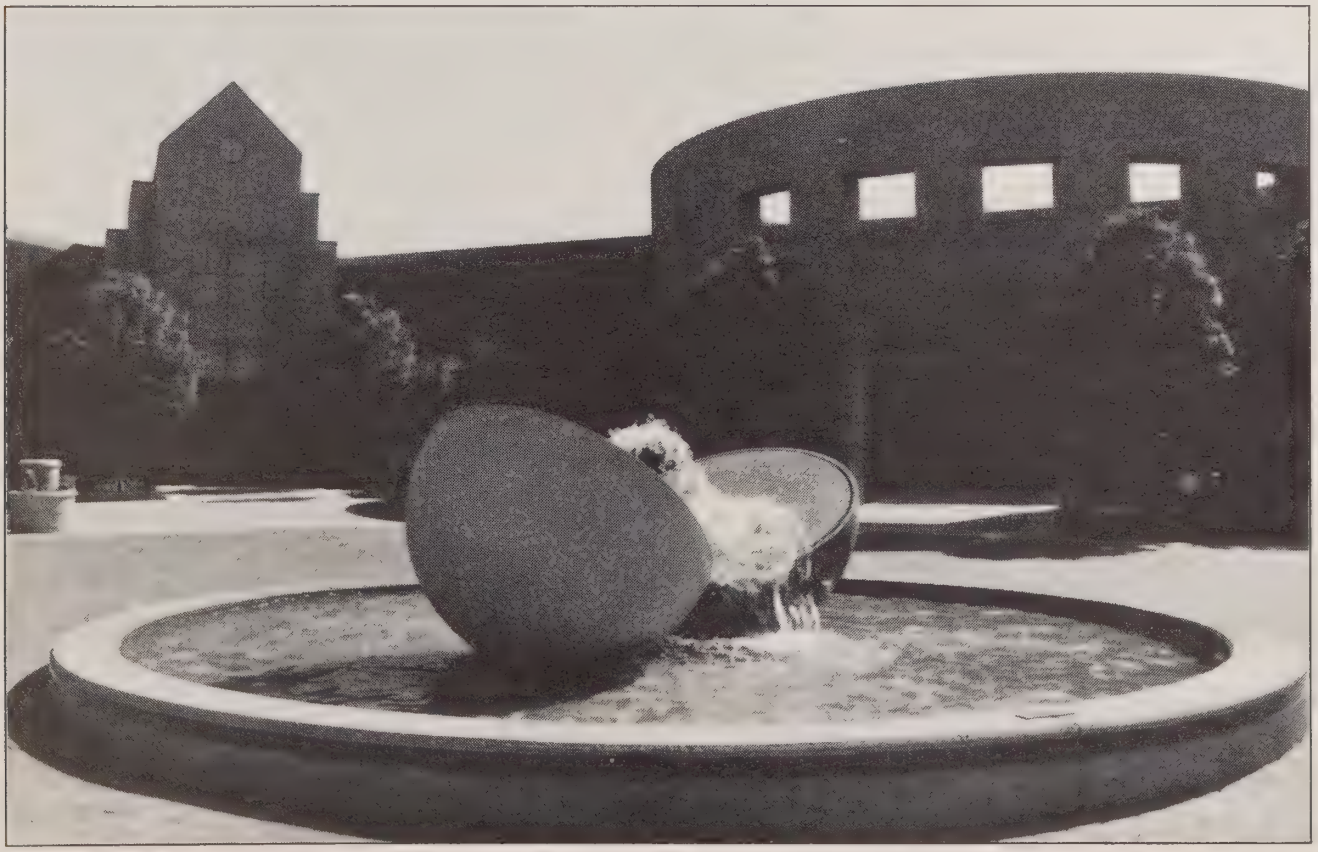
3. The City should monitor the absorption and availability of industrial land to ensure a balanced supply of available land for all sectors, including industrial suppliers and services, and should periodically assess the nature and amount of the industrial land supply to achieve this end.

4. New industrial uses within the referral areas of the Airport Land Use Commission should give appropriate consideration to adopted A.L.U.C. policies.

5. Supportive and compatible commercial and office uses should be encouraged in industrial areas.

6. Expansion and improvement of heavy industrial uses should incorporate measures to comply with current anti-pollution and design standards including the City's wastewater minimization program and other pollution reduction programs.

7. The City encourages developers of large industrial projects to identify and appropriately address the potential need generated by these projects for child care facilities or services.



8. Freestanding communications structures such as towers, antennae and monopoles may be allowed on sites designated for industrial land use when such sites are occupied by a P.G. & E. substation or corridor for high-tension lines exceeding 200 KV or the proposal is consistent with General Plan Urban Design height policies for structures other than buildings.

9. The City should encourage industrial supplier/service business retention and expansion in appropriate areas in the City.

10. Interface problems between existing residential and new industrial areas should be resolved through the site design and discretionary permit process.

11. Because of the importance in retaining viable industrial supplier/service lands and the inherent incompatibility between residential uses and such industrial uses, new land uses that unduly restrict the industrial lands should not be allowed to locate adjacent to primary industrial areas in the City.

12. Employee intensive uses should be encouraged to locate near transit facilities.

13. Roads, buildings and landscaping for new industrial projects should be designed and oriented to maximize energy conservation benefits for space heating and cooling to the extent feasible.

Economic Development

As outlined in the Background for Planning section of the Plan, San Jose has historically served as a bedroom community for employment located in other cities. The City has continually provided the bulk of the County's housing, particularly its lower cost affordable housing, but it has lagged behind the rest of the County in terms of job growth. This development pattern has contributed to County-wide traffic congestion conditions and has deprived the City of San Jose of an adequate tax base for providing desired service levels since residential development by itself cannot generate sufficient revenues to pay for the service needs it generates. The Economic Development goals and policies are necessitated by an existing local government tax structure which requires cities to maximize tax revenue from non-residential development to support the services required by residential land uses.

In addition to pursuing the following Economic Development goals and policies, San Jose will work with other cities to explore means of better balancing revenue distribution and service needs to offset the existing geographic imbalance in the distribution of jobs and housing in the region. This continued imbalance could adversely affect continued economic growth in the region since the communities providing the housing and residential services necessary to support job growth will not be able to provide sufficient services to attract the new worker households.

Economic Development Goals:

1. Create more job opportunities for existing residents, particularly those who suffer from chronic unemployment, to improve the balance between jobs and resident workers.

2. Create a stronger municipal tax base by obtaining a greater share of the total industrial and commercial development in the County, and by nurturing and encouraging expansion of the existing industrial and commercial development in the City.

Economic Development Policies:

1. The City should reduce the present imbalance between housing and employment by seeking to obtain and maintain an improved balance between jobs and workers residing in San Jose. A perfect balance between the number of jobs and employed residents may not be achievable

but the City should strive to achieve a minimum ratio of 0.80 jobs/employed resident to attain greater fiscal stability.

2. To enhance its economic development and employment opportunities, the City should:

   - Seek to attract businesses and industries which are particularly suited to the area.

   - Encourage businesses and industries to provide jobs suitable for the City's unemployed and underemployed labor force.

3. Residential construction activity and supply and industrial and commercial job growth rates should be reviewed periodically to monitor the City's fiscal balance of land uses and resulting tax base as well as to monitor the progress made toward improving the balance between jobs and resident workers. The results of this review should be reported to the City Council on an annual basis.

4. The City should actively promote economic development through the provision of capital improvements, a simplified project review process, and by implementing other economic development incentives and programs particularly those available through the Office of Economic Development and the Redevelopment Agency.

5. The City should cooperate with educational, industrial, and business institutions to provide job training programs which will enable the unemployed and underemployed labor force to meet the needs of business and industry.

6. The City should cooperate with appropriate institutions and agencies in providing job opportunities for the economically, physically and socially disadvantaged.

7. The City encourages a mix of land uses which contribute to a balanced economic base, including industrial suppliers and services, commercial support services, "green industries" (industries related to recycling or environmental preservation) as well as high technology manufacturers and other related industries.

Urban Service Area

The City first adopted a set of Urban Development Policies in 1970 to direct development to those areas where services and facilities could be provided. Because these policies deal with the timing and staging of development and are so closely related to other General Plan growth management policies, they were incorporated into the Plan in 1976. The Urban Service Area goals and policies address services provided by the City as well as those provided by other public agencies, such as flood control, public schools and regional transportation.

The Urban Service Area policies are applicable to the entire development review process, including the annexation of territory to the City. As such, the implementation of these policies should be coordinated with the Local Agency Formation Commission (LAFCO).

Urban Service Area Goal:

Insure that San Jose's future growth will proceed in an orderly, planned manner in order to provide efficient and economical public services, to maximize the utilization of existing and proposed public facilities, and to achieve the equitable sharing of the cost of such services and facilities.

Urban Service Area Policies:

1. The General Plan designates an Urban Service Area where services and facilities provided by the City and other public agencies are generally available, and where

urban development requiring such services should be located.

2. The Urban Service Area should be expanded only when it can be demonstrated that existing facilities and services are available and adequate to serve the proposed expansion area; adequate facilities are planned (i.e., in the adopted Capital Improvement Program or similar programs of other public agencies) and will be available when required; or all necessary facilities will be provided by the developer(s). Additionally, the Urban Service Area should not be expanded unless it can be determined that adequate resources, including operations and maintenance resources, will be available in the long term to maintain service levels citywide and that services to existing neighborhoods will not be reduced or jeopardized.

3. Expansions of the Urban Service Area into the South Almaden Valley and the Central Coyote Valley areas should be approved only in conformance with the respective Urban Reserve land use designations specifically applicable to those areas.

4. Development which is of a relatively small scale and which requires urban services may be approved outside the Urban Service Area under Planned Development Zoning if it conforms to all of the following criteria:

    - Located contiguous to the Urban Service Area boundary and adjacent to existing or committed urban development.

    - Generally served by existing or programmed public facilities and services as required by the type of development proposed.

    - Has an existing urban land use designation.

5. Territory outside the Urban Service Area may be annexed to the City if its intended use will require minimal or no services and either:

    - The intended use contributes to providing services to development in the Urban Service Area, such as a planned thoroughfare across non-urban territory or a solid waste disposal facility which should be located in a remote area; or

    - The annexation is necessary or desirable for the implementation of General Plan non-urban land use goals and policies, such as to accept dedication of an open space or scenic easement in connection with a hillside open space preservation program.

6. It is City, County and LAFCO policy that existing and future urban development should be located within cities. This policy should be implemented through the City's existing agreement with the County which requires that unincorporated properties within the Urban Service Area either annex to the City, if possible, or execute a deferred annexation agreement prior to approval of development. The City should also encourage the County and LAFCO to join in cooperative efforts to seek the annexation of urbanized County pockets within the Urban Service Area.

7. Since the provision of sanitary sewers is an urban service and development served by sanitary sewers is thereby urban, the expansion of sanitary sewer districts is discouraged for areas planned in non-urban uses outside the Urban Service Area.

Urban Design

The design of the community affects the quality of life, the character of neighborhoods, and the livability of the city. Members from all segments of the community are involved in the

decision-making of the development review process which determines design. The multitude of decisions involved result in the final form and character of the city environment. The public's interest in fostering the highest quality of life is expressed through policies on urban design standards in order to incorporate aesthetic considerations in the development review process.

Urban Design Goal:

Require the highest standards of architectural and site design for all development projects, both public and private.

Urban Design Policies:

1. The City should continue to apply strong architectural and site design controls on all types of development for the protection and development of neighborhood character and for the proper transition between areas with different types of land uses.

2. Private development should include adequate landscaped areas. Landscaped areas should utilize water efficient plant materials and irrigation systems. Energy conservation techniques such as vegetative cooling and wind shielding should also be utilized. All landscaped areas should include provision for ongoing landscape maintenance.

3. Residential subdivisions should be designed to provide for internal circulation within neighborhoods, prevent through vehicular traffic from traversing neighborhoods, and encourage pedestrian and bicycle connections between neighborhoods and to adjacent commercial uses and transit facilities.

4. Residential developments which are adjacent to parks or open spaces should be encouraged to provide direct access to, and common open space contiguous to, such areas.

5. The design review process should take into consideration the long term maintenance ramifications of the design of private streets and other private infrastructure improvements.

6. Proposed structures adjacent to existing residential areas should be architecturally designed and sited to protect the privacy of the existing residences.

7. The City should require the undergrounding of distribution utility lines serving new development sites as well as proposed redevelopment sites. The City should also encourage programs for undergrounding

existing overhead distribution lines. Overhead lines providing electrical power to light rail transit vehicles and high tension electrical transmission lines are exempt from this policy.

8. Design solutions should be considered in the development review process which address security, aesthetics and public safety. Public safety issues include, but are not limited to, minimum clearances around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum road widths and other standards set forth in relevant City Codes. All development projects should comply with the safety standards established in these referenced codes.

9. In order to maintain and protect the integrity, character and aesthetic environment of the streetscape in industrial, commercial, and residential neighborhoods, new billboards should be permitted only under Planned Development zoning and only where they do not create visual clutter and blight. The relocation of existing billboards from impacted areas to locations where they would have a less visually blighting effect should be encouraged.

10. Residential building height should not exceed 45 feet except:

    - In the Downtown Core Area, the maximum building height is defined by the airspace requirements of the San Jose International Airport.

    - In the Downtown Frame Area, the maximum building height is 120 feet.

    - Along the North First Street Transit Corridor, high density residential development should not exceed 120 feet in height.

    - In North San Jose high density housing should not exceed 90 feet in height.

    - High density residential development within 2000 feet of a passenger rail station should not exceed 90 feet in height. These high density residential developments should be compatible with the intensity, scale, design, and character of adjacent land uses.

    - High rise development for senior citizens housing, should not exceed 90 feet in height. These high density residential developments should be compatible with the intensity, scale, design, and character of adjacent land uses.

    - Mixed use development in the Jackson-Taylor Planned Residential Community should not exceed 65 feet in height as defined in the mixed use section of the Jackson-Taylor Residential Strategy.

    - Single Room Occupancy structures (outside the Downtown Core and Frame Areas) should not exceed 60 feet in height and should be compatible with adjacent uses.

    - Development with unlimited height is allowed on nine tall building sites as defined in the Communications Hill Planned Community.

    - High density development with height limited to five stories of housing over parking on specified blocks is allowed in areas defined in the Communications Hill Planned Community.

    - Development in the area bounded by Meridian Avenue, West San Carlos Street, Race Street, and the southern boundary of the Midtown Planned Community should not exceed 65 feet in height as defined in the Midtown Specific Plan.

11. Non-residential building height should not exceed 45 feet except:

- In the Downtown Core Area, the maximum building height is defined by the airspace requirements of the San Jose International Airport.

- In the Downtown Frame Area, the maximum building height is 120 feet.

- In the North First Street area near San Jose International Airport with a Combined Industrial/Commercial designation, the maximum building height is 120 feet.

- In the North San Jose/Rincon de los Esteros Redevelopment Area, the maximum building height is 45 feet, except that for buildings located within 2,000 feet of a rail transit station, and designed to accommodate uses that support the industrial base, the maximum height is 90 feet.

- In the North Coyote Valley and South Edenvale areas designated for Campus Industrial use, the maximum building height is 90 feet.

- At the northeast corner of Yerba Buena Road and Murillo Avenue, the maximum building height is defined by PD zoning PDC 80-11-279.

- For public or quasi-public uses on properties in any area of the community with a Public/Quasi-Public designation, the maximum building height is 95 feet.

- For mixed use projects (residential and non-residential uses) on sites of 20 acres or larger located near major transportation arterials or corridors, the maximum building height is 90 feet, provided that the project contains a minimum of 200 dwelling units in a master Planned Development zoning. The intent of this policy is to encourage mixed use development and allow flexibility of building heights for design and aesthetic purposes without increasing the intensity of non-residential use beyond what could be developed within the 45-foot height limit.

- For Single Room Occupancy uses, combined with commercial uses, the maximum building height is 60 feet (outside the Downtown Core and Frame Areas) where compatible with adjacent uses.

- For structures, other than buildings, where substantial height is intrinsic to the function of the structures and where such structures are located to avoid significant adverse effects on adjacent properties, height limits may be established in the context of project review. For communications structures (such as towers, antennae, and monopoles, but not buildings) located outside the Downtown Core Area and regulated by the Public Utilities Commission, maximum height may be 100 feet on sites with non-residential or non-urban land use designations, and 160 feet on sites with an existing PG&E substation or high tension line corridor exceeding 200 KV, if all the following criteria are met:

  - The site and structure are located to minimize public visibility.

  - The project provides visual amenities, such as landscaping, to off-set the potential visual impacts associated with the project.

  - There is adequate evidence that technical necessity requires greater height and, in the case of cellular facilities, the increase in height will result in a reduction in the number of future freestanding monopoles.

  - In the Communications Hill area, the maximum height for water storage tower/tanks is 150 feet.

  The maximum building heights set forth above are intended to satisfy urban design considerations only. Other factors may result in more restrictive height limitations and/or building intensities.

12. In order to preserve and enhance the scenic and aesthetic qualities of the natural terrain, development on slopes exceeding 7% should conform to the following guidelines:

    - Planned Development zoning is preferable for its flexible design techniques such as clustering, variable lot sizes, and varying setbacks in order to maximize residential densities.

    - Construction techniques and housing types adaptable to a variable terrain, such as cluster housing, split pads and stepped foundations, should be utilized where appropriate. Conventional, single flat-pad lots should ordinarily be discouraged.

    - Consideration should be given to the siting of homes for privacy, livability, solar and wind conditions. Siting should take advantage of scenic views but should not create significant visual impacts affecting public places and other properties.

- The preservation of existing trees, rock outcroppings and other significant features should be encouraged.

- When grading or recontouring of the terrain is proposed, it should be done in such a way as to preserve the natural character of the hills, whenever possible.

- Because street construction on slopes often requires a disruptive amount of grading, modified street sections designed for both utility and minimum grading should be encouraged.

13. At the edge of the Valley floor, development should incorporate loop streets and cul-de-sacs, rather than streets stubbed into lands planned for non-urban use in order to minimize development pressures on such non-urban areas.

14. New urban development should be designed to minimize impacts in areas with an established and permanent rural or semi-rural character, often typified by large-lot "ranchette" development.

15. In order to realize the goal of providing street trees along all residential streets, the City should:

    - Continue to update, as necessary, the master plan for street trees which identifies approved varieties.

    - Require the planting and maintenance of approved varieties of street trees as a condition of development.

    - Continue the program for management and conservation of street trees which catalogs street tree stock replacement and rejuvenation needs.

    - Continue to work with volunteer urban forestry programs (San Jose Beautiful/Our Urban Forest) to promote tree planting and maintenance by residents.

16. When development is proposed adjacent to existing or planned parks or park chains, that development should include public park-frontage roads, wherever feasible, in order to maximize access to park lands, to provide a reasonable separation between urban land uses and park lands without the use of "back-up" design, and to maximize exposure of park lands for scenic and security purposes.

17. Development adjacent to creekside areas should incorporate compatible design and landscaping including plant species which are native to the area or are compatible with native species.

18. To the extent feasible, sound attenuation for development along City streets should be accomplished through the use of landscaping, setback and building design rather than the use of sound attenuation walls. Where sound attenuation walls are deemed necessary, landscaping and an aesthetically pleasing design shall be used to minimize visual impact.

19. In the Downtown Core Area, a pedestrian orientation should be fostered by appropriate design techniques, including:

    - The location of retail and commercial uses at street level.
    - Improvements to sidewalks and other pedestrian ways should include attractive and interesting streetscape features such as street furniture, pedestrian-level lighting, clocks, fountains and landscaping.
    - Sidewalk elevators should be strongly discouraged in areas of high pedestrian usage.
    - Sidewalks, plazas and other pedestrian ways should be spacious and of ample width.
    - Commercial uses oriented to occupants of vehicles, such as drive-up service windows, are discouraged.

20. As resources are available, the City should assign priority to the implementation of programs for the installation and maintenance of landscaping in median islands and back-up strips along major thoroughfares.

21. To promote safety and to minimize noise impacts in residential and working environments, development which is proposed adjacent to railroad lines should be designed to provide the maximum separation between the rail line and dwelling units, yards or common open space areas, offices and other job locations, facilities for the storage of toxic or explosive materials and the like. To the extent possible, areas of development closest to an adjacent railroad line should be devoted to parking lots, public streets, peripheral landscaping, the storage of non-hazardous materials and so forth.

    In industrial facilities, where the primary function is the production, processing or storage of hazardous materials, development should follow the setback guidelines and other protective measures called for in the City's Industrial Design Guidelines when such facilities are to be located adjacent to or near a main railroad line.

22. Design guidelines adopted by the City Council should be followed in the design of development projects.

23. In order to fully assess cumulative impacts on existing residential neighborhoods, proposals for the expansion or intensification of non-residential land uses in these neighborhoods should include a master plan depicting the planned uses of the project site plus contiguous properties with the same ownership as the project site. Examples of non-residential uses include hospitals, private schools, churches, and social service facilities.

24. New development projects should include the preservation of ordinance-sized and other significant trees. Any adverse affect on the health and longevity of such trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the

project should include appropriate tree replacement.

25. In order to preserve and enhance the scenic and aesthetic qualities of rural areas located within the City's Sphere of Influence, the design and construction of public and private right-of-way improvements should conform to the following guidelines:

    - Streets should be designed in consideration of the natural topography and the landscape. Divided streets and grade separations may be used.

    - Concrete sidewalks, curbs, and gutters should be constructed only when required by the topography. Crushed gravel walks and vegetation lined swales are encouraged.

    - Street lighting should be limited to intersections. High intensity lighting usually found in suburban and urban areas is inappropriate in these areas.

    - Man-made materials used within the public right-of-way should be softened through the use of finishes or colors to blend in with surroundings and look as natural as possible.

    - These standards are appropriate for areas designated Non-Urban Hillside, Rural Residential and Estate Residential.

26. Uses that discourage pedestrian activity and movement such as uses that serve the occupants of vehicles, i.e., drive-up service windows, are not considered appropriate along major transit thoroughfares without nearby light rail park and ride lots or freeway access. Uses that serve the vehicle, such as car washes and service stations, may be considered appropriate in these areas when they do not disrupt pedestrian flow, are not concentrated, do not break up the building mass of the streetscape, and are compatible with the planned uses of the area. In transit corridors with an accessible freeway and/or near light rail park and ride lots, drive-through uses may be allowed consistent with other goals and policies in the General Plan.

27. Child care facilities should be considered in the design of transit-oriented projects and mixed use projects that are suitably located for such facilities.

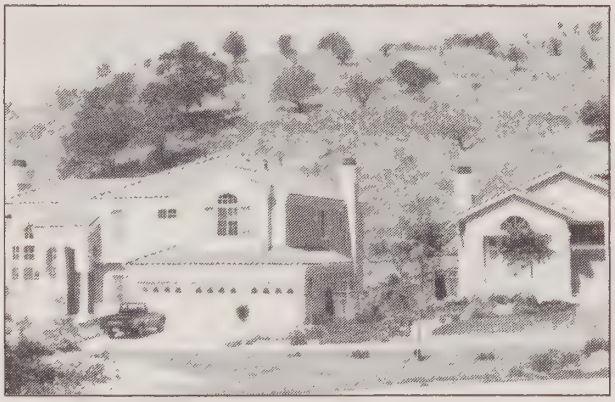
28. Child care needs should be considered when developing specific plans or other development strategies.

Hillside Development

This section of the General Plan serves to consolidate and elaborate on the policies of the Plan that are most closely related to hillside development. The hillsides of San Jose are an important visual and natural resource and the policies of the General Plan generally seek to preserve this resource. Hillside areas are also subject to potential seismic, landslide, fire, and other environmental hazards which can create risks to public safety, expose public facilities and private development to potentially significant damage, and require extraordinary public services costs. For these reasons, General Plan policies typically limit urban levels of development to those areas of the hillsides ringing the valley floor that are located below the 15% slope line and that are proven to be stable and appropriate for development.

In some cases, however, historic development patterns have allowed some urban development above the 15% slope line primarily in the East Foothills of the City in the Berryessa, Alum Rock, and Evergreen Planning Areas. The Urban Hillside land use designation encompasses most of these areas. In addition, there are several hillside areas of the City that are outside or isolated from the main hillsides that ring the valley floor but that are within the Urban Service Area of the City. These areas,

such as the Communications Hill and Silver Creek areas, allow some urban development above to 15% slope line but only where development is located to avoid adverse visual and environmental impacts and to ensure that such development maintains the overall integrity of the main hillsides ringing the valley floor in conformance with the Greenline Major Strategy. The purpose of the following hillside development policies is to guide the development, to the extent that such development is permitted, of all hillside areas to minimize the exposure of people and property to environmental hazards and to ensure that potential damage to the hillsides is minimized. The Hillside Development Policies are meant to guide development in these environmentally sensitive areas.



Hillside Development Goal:

Preserve the valuable natural resources of the hillsides and minimize the exposure of the public to potential environmental hazards associated with development on the hillsides.

Hillside Development Policies:

1. Regardless of the maximum potential residential densities designated by the Land Use/Transportation Diagram for lands above the 15% slope line, the City should only allow the development of these lands at densities consistent with the City's objectives of minimizing exposure to environmental hazards, maximizing resource conservation, and achieving compatibility with existing land use patterns.

2. Clustering of residential development in hillside areas should be encouraged to minimize the exposure of development to environmental hazards and maximize the preservation of natural resources in the hillsides.

3. Hillside residential development at urban densities (one dwelling unit per acre or greater) should be located only where **adequate** services and facilities can be **feasibly** provided and damage to such services and facilities, due to landslides, fire or other environmental hazards, can be reasonably avoided.

4. The City should continue to apply strong architectural and site design controls on all types of hillside development for the protection of the hillsides and to minimize potential adverse visual and environmental impacts.

5. Planned Development zoning should be used to govern hillside developments since it allows flexible design techniques such as clustering, and varying lot sizes, and setbacks which can help to minimize damage to the natural environment and maximize resource preservation.

6. In general, grading on hillsides should be minimized. When grading or recontouring of the terrain is necessary, it should be designed to preserve the natural character of the hills and to minimize the removal of significant vegetation.

7. Because street construction on slopes often requires a disruptive amount of grading, modified street sections designed for both utility and minimum grading are encouraged.

8. Construction techniques and housing types adaptable to a variable terrain, such as cluster housing, split pads and stepped foundations, should be utilized on sloped sites. Conventional, single flat-pad construction is discouraged.

9. Consideration should be given to the siting of homes for privacy, livability, adequate solar access and wind conditions. Siting should take advantage of scenic views but should not create significant visual impacts affecting public places and other properties.

10. The preservation of existing trees, rock outcroppings and other significant features is encouraged.

11. Where urban development is permitted above the 15% slope line due to historic patterns of land use and development, no new construction should occur on ridgelines or on slopes exceeding 30% that are part of the major hillside areas or ridges that surround the valley floor.

12. The City encourages the preservation of hillside vegetation and, if vegetation must be removed, it should require appropriate revegetation and planting projects in hillside areas.

13. Development should only be permitted in hillside areas if potential danger to the health, safety, and welfare of the residents, due to landslides, fire, or other environmental hazards, can be mitigated to an acceptable level.

14. The City should require soils and geologic review of hillside development proposals to assess such potential hazards as seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards are present and can be adequately mitigated. Geotechnical studies for hillside development proposals should determine the actual extent of seismic and other hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location. Hillside development should incorporate the identified mitigation measures necessary to protect public safety and the natural environment.

15. Hillside development within areas of potential geological hazards should be designed to avoid being endangered by, or contributing to, the hazardous conditions on the site or on adjoining properties.

16. To avoid any extraordinary maintenance and operating expenses, the City should not locate public improvements, communication facilities, and utilities in hillside areas with identified soils and/or geologic hazards. When the location of public improvements, communication facilities, and utilities in such areas cannot be avoided, effective mitigation measures should be implemented to maximize their potential to remain functional during and after a seismic event.

17. In hillside areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.

18. The Development Review process for projects in hillside areas should consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a manmade or natural disaster. ■

HOUSING

This section contains the goals and policies that most directly pertain to housing issues in San Jose. It is important to remember, however, that San Jose 2020 is a fully integrated General Plan with each individual element designed to support the other elements of the Plan. To fully understand San Jose's approach to providing opportunities for housing, many other sections of the General Plan must be considered. These include the Housing Major Strategy, other relevant goals and policies (e.g., City Concept, Community Development, Residential Land Use, etc.), the Land Use/Transportation Diagram and Land Use Designations, the Discretionary Alternate Use Policies, and the Implementation section.

The intent of the Housing goals and policies is to help improve San Jose's existing housing resources and to meet the housing needs of all segments of the community. While the specifics of the City's housing conditions have changed over time, several underlying problems have remained constant (for an analysis of housing conditions, see the Housing Appendix to the General Plan). These problems include: (1) the rising cost of housing, (2) imbalances in the supply and demand for housing, (3) the existence of substandard housing units, (4) the existence of overcrowded housing units, (5) concentrations of low income families, racial and ethnic minority groups and federally-assisted and publicly-leased housing, and (6) a decline in the production of rental housing.

The provision of new low-cost housing historically relied on substantial State and/or Federal subsidies. Dependence on these subsidies has declined as State and Federal housing programs have been cut back. The City has attempted to offset these reductions with local revenue for housing, particularly mortgage revenue bonds and Redevelopment 20% tax

increment monies. The City intends to utilize, when available, State and/or Federal housing programs and cooperative efforts with the private sector that will enable it to more effectively pursue the objective of providing a mix in new residential development. The Comprehensive Housing Affordability Strategy (CHAS) describes the City's financial resources and programs to increase housing opportunities. The City's housing program, including quantified objectives for rehabilitation and production of units for low and moderate-income households, as referenced in the CHAS, is set forth in the Implementation Section of this Plan.

Given the constraints on available housing resources, greater cooperation and coordination will be required between government, financial institutions, and housing providers to meet housing needs. All these groups must work together to maximize and efficiently use the resources available for affordable housing. The Residential Land Use policies and the Land Use/Transportation Diagram support a more equitable distribution of housing densities to provide a mix of housing types and price levels.

Housing Goals:

1. Offer the people of San Jose, when seeking housing, an equal opportunity to live in economically and ethnically/racially mixed neighborhoods.

2. Provide decent housing in a livable environment for all persons, including the homeless, regardless of such factors as age, race, sex, marital status, ethnic background or income.

3. Provide housing sites and structures by location, type, price and tenure that respond to the needs of all economic segments of the community. Housing type may include alternative housing forms such as shared housing, SROs, etc.

4. Increase housing opportunities for lower income families through the goals, policies, and on-going efforts adopted with the Mayor's Final Report on Housing in 1988.

5. Incorporate good design, foster aesthetics, and promote usable open space, and encourage use of alternative energy sources and energy conservation techniques in residential development.

6. Promote the cooperation of public and private sectors of the economy to expand housing opportunities and to provide housing which:

    - Complies with the provisions of the Building Code and the Housing Code.
    - Is adequately insulated and reasonably energy efficient.
    - Is within the economic means of the households who occupy it.
    - Is available to all persons and not subject to discriminatory practices.
    - Is situated in an environment which does not endanger the health, safety or well-being of its occupants.
    - Provides convenient access to employment as well as to adequate services and facilities.

7. Promote the rehabilitation of deteriorating housing.

Housing Policies:

Distribution

1. The City encourages a variety and mix in housing types to provide adequate choices for housing to persons of all income levels in San Jose. Where appropriate, implementation of this policy in large-scale development projects should be considered.

2. To avoid undue concentrations of low-income households in any neighborhood, publicly-assisted housing should generally not be located in those areas of the community which have been identified as "impacted" (City Council Districts 3 and 5 and those census tracts where over 50% of the housing units are occupied by low and very low income households). However, mixed income housing and, in certain special circumstances, low-income housing may be allowed in selected sections of impacted areas where such housing would maintain or improve neighborhood stability.

3. To facilitate the integration of the socio-economic strata and the diversification of the housing stock, the City encourages the dispersal of affordable housing to those Council Districts and areas that are not presently impacted with housing units occupied by very low and low income residents. Impacted areas and Council Districts are defined in Distribution Policy No. 2. The City should regularly review its progress in achieving the goal of a more equitable distribution of affordable housing through the Housing Advisory Commission and the Council's review of the Comprehensive Housing Affordability Strategy (CHAS).

4. The City should promote a distribution of middle and upper-income housing in all the community's planning areas.

5. In furtherance of the balanced community and economic development goals of this Plan, the City encourages the production of higher income housing.

Discrimination

6. For purposes of this Plan, including the rehabilitation, production, residential land use and other housing-related policies, no distinction should be made between conventionally constructed housing and manufactured housing, including mobilehomes.

7. The City should foster compliance with State and Federal law prohibiting discrimination in housing.

8. "Red-lining" and any other discriminatory practices by private sector lending institutions in the financing of housing purchase and rehabilitation should be discouraged.

Conservation and Rehabilitation

9. Conservation and rehabilitation of the existing housing stock is an important means of meeting the objective of providing housing opportunities for all San Jose residents. In furtherance of this policy, most neighborhoods are designated on the Land Use/Transportation Diagram at existing densities to provide an incentive for the preservation and maintenance of the housing stock.

10. To maintain the supply of low-priced housing and to avoid disproportionate hardships on those who need low-priced housing, conservation of the housing stock should be accomplished through a balanced program of housing code enforcement and complementary programs such as rehabilitation loans and grants.

11. Extension of mortgage credit for rehabilitation loans by private sector lending institutions should be fostered.

12. As part of the rehabilitation of existing housing units, the installation of insulation and other retrofit techniques should be promoted to reduce energy use.

Low/Moderate Income Housing

13. The City should stimulate the production of very low-, low- and moderate-income housing by appropriately utilizing State and

Federal grant and loan programs, City Redevelopment 20% tax increment funds, mortgage revenue bonds, and such other local programs as are authorized by law.

14. The City should foster the production of housing to serve the "starter" housing market through mortgage revenue bonds, Mortgage Credit Certificates and other low and moderate-income housing programs.

15. The City should study alternative means of encouraging new mobilehome parks, especially family parks and parks suitable for the relocation of older mobilehomes.

16. The City should explore available options for the protection of existing mobilehome parks, including public participation.

17. To facilitate the geographic dispersal of housing units affordable to low and moderate-income households and to promote the production of such housing, the Discretionary Alternate Use policies provide for the approval of low- and moderate-income housing at densities other than that shown on the Land Use/Transportation Diagram.

18. To take advantage of a potential source of affordable housing, and to assist the City in meeting its housing needs as identified in the Comprehensive Housing Affordability Strategy, the City should consider revising its policies and regulations to allow second units on single family lots provided that parking and other possible impacts on the surrounding neighborhood can be satisfactorily mitigated.

Rental Housing Supply

19. The City should regulate conversions of rental apartments to condominium or community apartment projects in order to maintain a reasonable balance of rental and ownership housing and an adequate supply of rental housing for low- and moderate-income families.

20. To promote the production of rental housing, the Discretionary Alternate Use policies provide for the approval of rental housing projects at densities other than that shown on the Land Use/Transportation Diagram.

21. Investment in rental housing by private sector lending institutions should be encouraged.

22. Construction of new affordable rental housing units should be fostered by incentives which include the leveraging of local, state, and new federal funds.

23. The City will support federal regulations which preserve "at-risk" subsidized rental units subject to potential conversion to market rate rents and will encourage equitable and fair policies which protect both the tenant and owner rights.

Design Review

24. The City is receptive to the development of new and less expensive building materials and techniques which meet building code.

25. Where appropriate, the rehabilitation and conversion of commercial and industrial structures into housing should be promoted.

26. Recognizing that the development review process can affect the price and availability of housing, the City is committed to minimizing unnecessary processing time in the development review function.

Administrative

27. The City should work in close cooperation with other entities, public and private, to foster information, techniques and policies to achieve the housing goals of this Plan and make such information readily available.

28. The City should, as a matter of policy, support legislation at the State and Federal levels that: (1) furthers the City's objective of conserving and rehabilitating the existing housing stock, (2) provides for the greatest local autonomy in the administration of State and Federal housing programs, (3) encourages and facilitates private sector investment in housing affordable to households of low- and moderate-income, particularly rental housing, and (4) encourages the production of low-cost housing for families with children.

29. The provision of housing counseling services to San Jose residents should be encouraged.

30. The City's housing program revenues, including mortgage revenue bonds and the Redevelopment 20% tax increment funds, should be used efficiently.

31. Condominium or cooperative ownership of mobilehome parks should be encouraged where appropriate.

32. A vigorous code compliance effort is an integral and necessary element of a successful housing program and should be encouraged in San Jose.

33. The policies of the General Plan and Comprehensive Housing Affordability Strategy should be carefully coordinated and implemented to maximize opportunities for the improvement, preservation, and development of affordable housing.

34. An affordable housing component should be evaluated in the preparation of specific plans, master plans, or strategy plans, and affordable housing should be incorporated into these plans if feasible.

Support Services

35. Homeless shelters should be encouraged to provide child care facilities so parents can seek work or permanent housing.

36. The City should explore programs to address child care needs in assisted housing projects as well as to address the needs of children living in poverty. ■

SERVICES AND FACILITIES

An important component of the quality of life enjoyed by the residents of San Jose is the quality of the public services and facilities provided by the City. Concern for the effect of growth and development on the levels of municipal services is a fundamental element of the City's land use planning philosophy.

Population and economic growth cause increases in the demand for municipal services. Factors which affect the impacts on the provision of services are the revenue generating potential and geographic location of growth. In general, development in outlying areas is more costly to serve than the same amount of development in infill locations. Commercial and industrial land uses typically generate more revenue than service demand costs, while the opposite is usually true for residential land uses.

The General Plan identifies specific service level goals for several major categories of urban services that are provided by the City. For these infrastructure facilities General Plan level of service policies require that the goals be met by individual projects. The General Plan level of service policies for transportation (streets), storm and sanitary sewers and sewage treatment are each based on the capacity of infrastructure systems. To maximize the efficiency of the sanitary sewerage and sewage treatment systems, the City is developing water conservation and reclamation programs and will coordinate these activities with the Santa Clara Valley Water District and the Water Pollution Control Plant tributary agencies. These level of service policies are applied to proposals for new development, whose contribution to the cumulative demand for capacity can be quantitatively estimated and appropriate mitigation measures, if any, identified. These mitigation measures may include National Pollution Discharge Elimination System (NPDES) permit requirements to minimize pollution of San Francisco Bay and the reduction of discharges through the City's water reclamation programs.

Other City facilities and services, including police and fire protection, parks and recreation facilities, and libraries, are also important in defining the community's quality of life. The General Plan's level of service goal for these services is qualitative and seeks to achieve service levels supportive of a desired living environment. These facilities and services can be impacted by new growth. In particular, the gross amount and location of development are significant factors. However, it is difficult to establish a direct correlation between an increment of growth represented by an individual development proposal and the additional demand and cost for these public services. Therefore, the impacts of individual projects on these services as well as on the operation and maintenance of infrastructure are not quantified in the General Plan. The level of Police, Fire, Parks and Library services

provided to the community is determined annually by the City Council through the budgetary process when competing needs for available resources can be weighed. The level of service policies do, however, identify specific Citywide service level measures to be used as benchmarks to evaluate major General Plan land use and policy changes, and can be used to evaluate the cumulative impacts of land use changes and development which should be reviewed annually. These benchmarks are not intended as thresholds for assessing

environmental impacts under the California Environmental Quality Act.

The General Plan includes a level of service policy regarding flood control although the City is not responsible for providing this service. Flood control is the responsibility of the Santa Clara Valley Water District (SCVWD) and interfaces directly with the City's storm drain system. It is City and SCVWD policy that all urban development be protected from flood damage.

While the provision of basic education is not a City responsibility, the City does recognize that it is in the best interests of all citizens of San Jose that public schools, an important part of the urban living environment, be reliably funded and have adequate facilities for educating students. Quality education benefits the entire City and all citizens and is only ensured when school districts have a reliable source of funding for programs and facilities. The City of San Jose recognizes that land use decisions and policies impact school operations.

The State and school districts are responsible for providing and maintaining the school facilities that serve the City's children. In addition to funding provided by the State legislature and the approval of bond measures by the voters, State law currently allows school districts to collect limited development fees to help provide facilities for the students generated by new residential development. The school districts have indicated that these combined sources of funds are often not adequate to provide the needed school facilities. School districts should explore all the methods within their powers to efficiently use or reuse school facilities and resources. Options the school districts could consider include adjusting attendance area boundaries or the consolidation of some districts to facilitate the efficient delivery of school services.

Goals and policies for infrastructure management, transportation and solid waste which are not related to service levels are set forth in the Infrastructure Management, Transportation and Solid Waste Subsections, respectively, below. Goals and policies for parks and recreation which are not related to service levels are set forth in the Aesthetic, Cultural and Recreational Resources Section, Parks and Recreation Subsection of this Chapter.

Level of service

The services and facilities most directly related to growth and development are sewage treatment, sanitary and storm sewers, transportation and flood protection. These services and facilities are essential to the successful development of individual projects and to the City's ability to accommodate economic development citywide. Police and fire protection, parks and recreation, and libraries are other services important to the City as a whole but these services do not have a necessary functional relationship with each individual development project. The City is directly or indirectly involved in the provision of these services, with several local, regional and State agencies sharing in the responsibility and authority for some of these services as well.

Level of service Goals:

1. Provide a full range of City services to the community at service levels consistent with a safe, convenient and pleasant place to live and work.

2. Achieve the following level of service for these City services:

    - For transportation, level of service "D".

    - For sanitary sewers, level of service "D".

    - For sewage treatment, to remain within the capacity of the Water Pollution Control Plant.

- For storm drainage, to minimize flooding on public streets and to minimize property damage from storm water.

Level of service Policies:

1. The City's urban service delivery priorities should be ordered as follows:

    - Provide services and facilities designed to serve existing needs.

    - Prevent the deterioration of existing levels of service.

    - Upgrade City service levels, when feasible.

2. Capital and facility needs generated by new development should be financed by new development. The existing community should not be burdened by increased taxes or by lowered service levels to accommodate the needs created by new growth. The City Council may provide a system whereby funds for capital and facility needs may be advanced and later repaid by the affected property owners.

3. The Urban Service Area should not be expanded without taking into consideration the funding necessary to adequately provide for the long term, without degrading services in the existing urban areas, for all City services and facilities including operations and maintenance required by the development anticipated in the area proposed for expansion.

4. The City should be proactive in promoting consolidation of overlapping services between governmental jurisdictions where it would increase efficiency and quality of service delivery, both Countywide and regionally.

Traffic

5. The minimum overall performance of City streets during peak travel periods should be level of service "D".

    - Development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "E" or worse.

    - To strengthen the neighborhood preservation strategy and objectives of the Plan, the City Council may adopt a Council Policy which establishes alternate mitigation measures for projects whose required traffic mitigation would result in a substantial adverse impact on an affected neighborhood.

    - An "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which determines development impacts and mitigation measures. Area development policies may be first considered only during the General Plan Annual Review and Amendment Process; however, the hearing on an area development policy may be continued after the Annual Review has been completed and the area development policy may thereafter be adopted or amended at a public meeting at any time during the year.

    - In recognition of the substantial non-traffic benefits of infill development, small infill projects may be exempted from traffic mitigation requirements.

    - In recognition of the unique position of the Downtown Core Area as the transit

hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the area bounded by Julian Street, Fourth Street, Interstate 280 and State Route 87 is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the level of service "D" performance criteria.

Sanitary Sewer System

6. The minimum performance standard for sanitary sewer lines should be level of service "D", defined as restricted sewage flow during peak flow conditions. Development which will have the potential to reduce the downstream level of service to worse than "D", or development which would be served by downstream lines already operating at a level of service worse than "D", should be required to provide mitigation measures to improve the level of service to "D" or better. In recognition of the substantial non-sewer benefits of infill development, small infill projects may be exempted from sewer mitigation requirements.

Sewage Treatment

7. The City should monitor and regulate growth so that the cumulative sewage treatment demand of all development can be accommodated by San Jose's share of the treatment capacity of the San Jose/Santa Clara Water Pollution Control Plant.

8. The operation of the Water Pollution Control Plant should comply with the water quality standards for the South San Francisco Bay established by the Regional Water Quality Control Board and implemented through NPDES (National Pollution Discharge Elimination System) permits.

9. The City should continue to encourage water conservation programs which result in reduced demand for sewage treatment capacity.

10. Reductions in demand for sewage treatment capacity resulting from water conservation programs should be factored into projections of future demand only after several years' experience with such programs.

11. The City should seek the adoption of the above sewage treatment policies by the other tributary agencies served by the San Jose/Santa Clara Water Pollution Control Plant.

Storm Drainage and Flood Control

12. New projects should be designed to minimize potential damage due to storm waters and flooding to the site and other properties.

13. In designing improvements to creeks and rivers, adjacent properties should be protected from flooding.

14. The "modified floodplain design" is the preferred design for future flood control facilities. The "widen-one-bank" and "trapezoidal channel" designs should only be used when funding or right-of-way limitations make the use of the modified flood plain design impractical.

15. The City should continue to cooperate with other public and private jurisdictions and agencies to coordinate emergency response and relief efforts in case of flooding.

Other Services

16. Utilize the following Citywide level of service measures as benchmarks to be used to evaluate major General Plan land use and policy changes, such as expansions of the Urban Service Area or land use changes from non-residential to residential:

    - For police protection, achieve a response time of six minutes or less for 60 percent of all Priority 1 calls, achieve a response time of eleven minutes or less for 60 percent of all Priority 2 calls.

    - For fire protection, a 4-minute average response time to all calls.

    - For parks and recreation: 3.5 acres of neighborhood and community serving recreational lands per 1,000 population, of which a minimum is 1.5 acres of neighborhood, community or locally serving regional/City-wide park lands and up to 2 acres of school playgrounds, and all of which is located within a reasonable walking distance of the project; 7.5 acres of regional/City-wide park lands per 1,000 population; and 500 square feet of community center floor area per 1,000 population.

    - For libraries, 10,000 square feet of library space per 36,000 population, 18.3 weekly service hours per 10,000 population, and an annual acquisition rate of 1 volume per 6 people for the first 500,000 population and 1 volume per 8 people over 500,000 population.

    The City recognizes that these performance measures are limited reflections of all City services and may change over time to reflect increasing diversity, new methods of service delivery or to reflect changing needs and priorities that are determined in the budgetary process. The details of these performance measures may also be addressed in the new or existing service planning documents of the relevant City departments that provide these services.

17. In reviewing major land use or policy changes, the City should consider the availability of police and fire protection, parks and recreation and library services to the affected area as well as the potential impacts of the project on existing service levels.

18. Fire service facilities should be located so that essential services can be most efficiently provided.

19. The City should consider providing for child care uses in future community centers

recognizing that child care is an important community support service.

Schools

20. The City supports a system of open communication between the City, the public school districts and the development community in order to coordinate the activities of each to achieve the highest quality of education for all public school students.

21. Residential development should be approved only in conformance with the School Facility Availability Ordinance and City Council Policy. The City encourages school districts and developers to engage in early discussions regarding the nature and scope of proposed projects and possible fiscal impacts and mitigation measures. These discussions should occur as early as possible in the project planning stage, preferably immediately preceding or following land acquisition.

22. The City should cooperate with school districts in identifying and evaluating the impacts of population and demographic changes which may affect the need for new schools, may lead to school closures, may require the re-opening of closed schools or may lead to the decision that existing school sites should be preserved for meeting future needs.

23. The City should support legislative efforts to create suitable and adequate means of financing the construction of school facilities needed for a growing population.

24. The City and school districts should cooperate in the joint planning, development, and use of public school facilities combined with other public facilities and services, such as open space, recreation facilities, libraries, fire stations, and community service/programs.

25. The City should provide all pertinent information on General Plan amendments, rezonings and other development proposals to all affected school districts in a timely manner.

26. The City should encourage the use of available school facilities for child care purposes.

Infrastructure Management

Maintenance of San Jose's infrastructure facilities (streets, sewer lines, storm drains, etc.) is an important component of the urban services provided by the City. Well maintained infrastructure makes a city a desirable place to live and work, and contributes to its prosperity. As most of San Jose's infrastructure was built in the decades of the 1950s, 1960s and 1970s, considerable effort will be required to maintain or rehabilitate this infrastructure in the future.

The City recognizes this changing need and has responded by developing an Infrastructure Management System (IMS). The IMS provides the information necessary to monitor and schedule the maintenance, repair, rehabilitation and replacement of sewers, public buildings, streets, and traffic control devices.

Infrastructure Management Goal:

Manage City resources efficiently in order to maintain existing infrastructure and facilities and avoid unnecessary replacement costs.

Infrastructure Management Policies:

1. The City's Infrastructure Management System Program should be utilized to identify the most efficient use of available resources to maintain the City's infrastructure and minimize the need to replace this infrastructure.

2. The City should explore new methods to supplement the City's existing resources devoted to the operation and maintenance of its infrastructure and facilities.

Transportation

The provision of an adequate transportation system to serve all areas of San Jose is a primary planning issue in the community. Commute travel times and distances for the residents of San Jose are among the longest anywhere in the region. This commute pattern is the result of many years of unconstrained and imbalanced growth throughout Santa Clara County, with primary employment centers located in the North County cities, and San Jose developed as the "bedroom community" providing housing for a large percentage of those workers. This jobs/housing imbalance, together with delays in the completion of key portions of the planned transportation network (Routes 85, 87 and 237), has resulted in severe peak hour congestion on freeways, expressways and arterial streets throughout the County. The extent of this congestion has lengthened the peak "hour" period and caused commute traffic to seek alternate routes through the community, including neighborhood streets.

Most of the unbuilt major links in the County's transportation network are assumed to be completed during the time frame of this plan. Funding to complete improvements for Routes 85, 87, and 237 will be provided through a variety of funding measures. The Guadalupe Corridor light rail transit line will be joined by new light rail transit facilities along Tasman Avenue, Capitol Avenue/Expressway, Stevens Creek Boulevard/West San Carlos Street, Santa Clara Street, and the Vasona Corridor to create an extensive light rail system accessible to large portions of the County. These improvements will also be funded through a variety of funding measures. The completion of these major facilities is critical to the future of the City's overall transportation system.

One of the most efficient ways of maximizing the use of the transportation network is by implementing a "reverse commute" whereby the numbers of workers who travel to jobs located in the southern part of San Jose are increased. The Edenvale and North Coyote Valley industrial areas provide opportunities for many thousands of workers to work closer to their homes and to travel in the off-peak direction to their jobs.

Traffic congestion and transportation planning are regional concerns which cannot be addressed by San Jose or any community alone. The State has adopted legislation requiring urbanized counties, such as Santa Clara County, to develop and implement Congestion Management Programs (CMP) to ensure that regional transportation facilities perform adequately now and in the future. San Jose has taken a leadership role in the development of Santa Clara County's CMP and has worked closely with the County Congestion Management Agency in developing techniques to minimize traffic congestion and improve air quality. These techniques include Transportation Demand Management (TDM) and Transportation Systems Management (TSM) programs.

Various TSM/TDM programs are already functioning throughout the County including carpooling and vanpooling, park and ride facilities, and High Occupancy Vehicle (HOV)

lanes on area expressways and freeways. General Plan policies support the development of these measures as well as the encouragement of private sector participation and implementation of appropriate and similar programs such as car/vanpooling, preferential parking, staggered work hours/flextime and the like. The City Council adopted a TDM ordinance in 1990 which requires major employers to promote and coordinate the use of transportation alternatives which would reduce the number of their employees commuting alone in their vehicles.

The transportation needs of the City associated with both new development and redevelopment should be met through the implementation of transportation policies which foster safe and efficient movement for person travel and delivery of goods. The Transportation policies contained herein describe how these objectives should be met through the improvement of both the roadway system itself as well as the various modes of transportation available to the City's residents. Related to these policies is the Transportation Level of service policy (see the previous section) which requires new development to mitigate measurable impacts on intersections. The Intensification Corridors and Golden Triangle are two Special Strategy Areas, distinguished by the innovative integration of transportation projects, land use programs and/or Transportation Systems Management techniques. Details on these Special Strategy areas are set forth in Chapter V, Special Strategy Areas Section, Intensification Corridors and The Golden Triangle Area Subsections.

The San Jose International Airport, owned and operated by the City, serves as the primary commercial airport for the metropolitan area. Its location near the center of the urbanized North Santa Clara Valley makes this a convenient facility for metropolitan area businesses and residents. An Airport Master Plan has been adopted to guide the physical development of the facility through 1997. The Master Plan is based on forecasted increases in passenger volumes (from 3.5 million annual passengers in 1983 to 8.5-10 million by 1997) as well as increases in air freight, air cargo and mail. San Jose International Airport also provides a major share of the County's general aviation facilities, and is particularly well suited for larger corporate aircraft. Expansion and improvement of the passenger terminal complex freight/cargo facilities, airfield and general aviation facilities are set forth in the Airport Master Plan.

Bicycling can provide an advantageous alternative mode of transportation to the City and its residents. Bicycles are relatively inexpensive to own and operate and bike routes and bicycle parking facilities are likewise relatively inexpensive to construct and maintain. The two key elements which are necessary to successfully promote bicycle usage are safe, direct bicycle routes and abundant bicycle parking facilities at a variety of employment, commercial and recreational destinations. In particular, bicycle parking facilities at light rail stations and near bus stops can significantly increase the convenience of transit.

Bicycling can provide not only an alternative transportation mode for commuting but can also be a recreational activity. Recreational needs can be at least partially met with the development of the designated trails and pathways with paved bike paths.

Caltrans designates three types of bikeways:

Bike paths generally serve corridors that are not served by streets or highways, such as a trail along a park chain.

Bike lanes are established along streets through corridors where there is a significant bicycle demand.

Bike routes are shared facilities, usually with motor vehicles.

Transportation Goal:

Provide a safe, efficient, and environmentally sensitive transportation system for the movement of people and goods.

Transportation Policies:

Thoroughfares

1. Interneighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.

2. The City should cooperate with other jurisdictions to develop a thoroughfares system which adequately meets the demand for intra-County trips and minimizes traffic congestion consistent with the provisions of the Santa Clara County Congestion Management Program.

3. Public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.

4. Additional public street right-of-way beyond that designated on the Land Use/Transportation Diagram may be required to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.

5. Where existing public street right-of-way is determined to be greater than necessary for street purposes, such surplus right-of-way should be disposed of in a manner consistent with State and local laws.

6. The City should encourage State participation in funding transportation projects intended to alleviate areas with a high incidence of accidents or major traffic congestion.

7. The traffic impacts on regional transportation facilities should be taken into consideration when reviewing major General Plan Land Use Diagram amendments.

8. Vehicular and pedestrian safety should be an important factor in the design of streets and roadways.

Impacts on Local Neighborhoods

9. Neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.

Transit Facilities

10. The City of San Jose is evolving as an interregional transit hub for Northern California and the City should foster and encourage this evolution.

11. The City should cooperate with the Santa Clara County Transit District, the California Department of Transportation and other transportation agencies to achieve the following objectives for the County's public transit system:

    - Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit.

    - Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.

- Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.

- Develop an efficient and attractive public transit system which meets the travel demand at major activity centers, such as the Downtown, major employment centers, major regional commercial centers, government offices, and colleges and universities.

12. New development should be required to install indented curbs for bus pullouts, bus shelters and other transit-related public improvements, where appropriate.

13. Privately owned transit systems, such as taxicabs and private bus companies, should be encouraged to provide convenient transfers to and from public transit systems.

14. The City should encourage State and Federal legislation and programs to develop and promote viable alternative power sources to the internal combustion engine.

15. The City should promote the installation of High Occupancy Vehicle (HOV) lanes on State highways, freeways, and County expressways.

16. Where appropriate, the City should promote the location of child care facilities and other support services near light rail transit stations, major transportation hubs, and major employment centers.

Pedestrian Facilities

17. Pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and

in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.

18. Safe access and mobility for the physically handicapped, in accordance with the American Disabilities Act, will be implemented in the design of all pedestrian facilities.

Transportation Systems Management/ Transportation Demand Management

19. The City should cooperate with the Santa Clara County Transit District, CalTrain and other appropriate transit agencies in the development of park and ride lots to support public transit.

20. The City should promote participation and implementation of appropriate Transportation Demand Management measures such as carpooling and vanpooling, preferential parking and staggered work hours/flextime, as well as bicycling and walking, by all employers.

21. The City should continue its participation in interjurisdictional approaches, such as the Santa Clara County Congestion Management Agency, to develop and implement appropriate techniques to improve the regional transportation system.

Truck Facilities

22. Through truck traffic should be encouraged to utilize State freeways, County expressways, and six-lane arterial streets. Trucks should be encouraged to use those routes which have the least adverse impact on residential areas.

23. Industrial and commercial development should be planned so that truck access through residential areas is avoided. Truck travel on neighborhood streets should be minimized.

24. Freight loading and unloading for new or rehabilitated industrial and commercial developments should be designed to not occur on public streets.

Parking

25. Adequate off-street parking should be required in conjunction with all future developments. The adequacy and appropriateness of parking requirements in the Zoning Code should be periodically re-evaluated.

26. Public parking facilities should be located and designed in order to maximize the number of land use activities which can utilize the facility and to maximize utilization which can occur throughout the 24-hour day. Joint use parking facilities should also be encouraged in private developments.

27. Reserved parking for the handicapped should be allocated at all public off-street parking sites.

28. Multiple occupancy vehicles should be afforded such incentives as preferred parking space location and reduced parking fees.

29. Parking facilities in the Downtown Core Area should be provided in three ways:

    - Short-term parking should be available on-site or in close proximity to new development.

    - Public perimeter parking should be provided within short walking distances to areas with the greatest employment densities.

    - Peripheral parking should be provided at the fringe of the Core Area where walking or shuttle-service distances are longer from employment centers.

Rail

30. Whenever possible, grade separation of main line railroads and major arterial streets, particularly those of six lanes or more, should be provided. The City should maximize the use of available State and Federal funds for grade-separated railroad crossings, and encourage the railroads to pay their equitable share of any such projects.

31. The City should continue its Capital Improvement Program to upgrade safety equipment at railroad crossings.

32. The City should take appropriate action to minimize unnecessary traffic delays on surface streets from trains by notifying the appropriate railroad personnel of such occurrences and, if necessary, notifying the Public Utilities Commission.

33. The City should encourage the railroads to fulfill their obligation to maintain railroad crossings.

34. For any decision regarding railroad rerouting or increased traffic on existing railroad routes, the effects of pollution, disruption or division of neighborhoods, demand for railroad service, and access for motor vehicles and pedestrians should be considered.

Aviation

35. The City should continue to provide aviation services at San Jose International Airport and promote airline service which meet the present and future air transportation needs of local residents and the business community, and which minimize impacts on the surrounding community.

36. Capital improvements to San Jose International Airport as identified in the Airport Master Plan should be implemented in a timely manner.

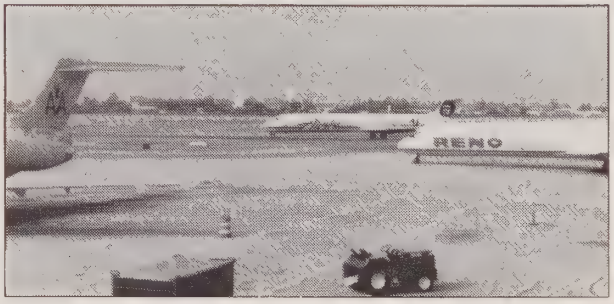
37. The City should foster compatible land uses in the vicinity of San Jose International Airport.

38. Development in the vicinity of airports should be regulated in accordance with Federal Aviation Administration guidelines to:

    - Maintain the airspace required for the safe operation of these facilities.

    - Avoid reflective surfaces, flashing lights and other potential hazards to air navigation.

39. Development in the vicinity of airports



should take into consideration the safety areas identified in Airport Land Use Commission (ALUC) policies.

40. As a condition of approval of development in the vicinity of airports, the City should require avigation easement dedications.

Bicycling

41. A bikeway system linking residences, employment centers, schools, parks and transit facilities should be developed to promote the use of the bicycle as an alternative mode of transportation for commuting as well as for recreational purposes.

42. Bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.

43. Priority improvements to the bikeway system should include:

    - Bike routes linking light rail stations to nearby neighborhoods.

    - Bike paths along designated trails and pathways corridors.

44. Light rail stations and other public transit embarkation points should include secure and convenient bicycle parking facilities.

45. Bicycle parking facilities that are secure and convenient should be an integral component of such activity centers as major public facilities, business and employment sites and shopping centers.

46. Bicycle safety should be taken into consideration when implementing improvements for automobile traffic operations.

47. The City should cooperate with the County and other cities in designing and implementing a Countywide bikeways system.

Solid Waste

The collection and disposal of solid waste is a fundamental community service regulated by the City for the benefit of the residents and businesses of San Jose. San Jose's rapid population growth in recent decades, radical change in social consumption patterns, recognition of the tremendous resource value of the waste stream, and heightened standards of environmental protection have challenged the utility of the traditional solid waste disposal system. Additionally, shifting regional disposal patterns are placing new demands on existing landfills sited in San Jose as well as presenting significant new opportunities for regional cooperation.

Meeting these challenges and capitalizing on these opportunities requires the establishment of alternative use, disposal and production patterns of solid waste. A solid waste hierarchy, comprised of source reduction, recycling/composting, transformation and landfilling, governs all solid waste management goals and policies of the City. This hierarchy places primary emphasis on implementing all feasible source reduction and recycling/composting measures, while continuing to allow transformation facilities and landfills to accommodate waste which cannot be reduced at the source, recycled or composted.

Solid Waste Goals:

1. Recover the resource value of solid waste and foster the establishment of facilities in San Jose which constructively use and reinvest such resources in the local economy.

2. Extend the lifespan of existing landfills by promoting source reduction, recycling, composting and transformation of solid wastes.

3. Locate and operate solid waste sites in a manner which protects environmental resources.

4. Locate and operate solid waste disposal facilities in a manner compatible with existing and planned surrounding land uses.

5. Achieve a high level of public awareness of solid waste issues and alternatives to landfilling.

6. Promote the equitable distribution of Santa Clara County's solid waste disposal capacity among all jurisdictions within the County.

Solid Waste Policies:

Solid Waste Capacity

1. Monitor the continued availability of long-term disposal capacity to ensure adequate solid waste disposal capacity.

2. No new candidate landfill sites should be designated until the need for additional landfill capacity has been established. Source reduction and recycling/composting alternatives should be taken into account when evaluating the need for a landfill.

3. No new candidate landfill sites should be designated in the General Plan until a Countywide site review has been conducted according to criteria established through the County Solid Waste Management Plan process.

4. The preferred method for increasing the City's landfill capacity is to expand the capacity of existing landfill sites.

Landfill Siting Criteria

5. Solid waste landfills are considered non-urban uses and, therefore, all candidate solid waste sites should be located outside of the Urban Service Area. The existing Zanker Road and Owens-Corning landfills are exempt from this policy.

6. Preference should be given to inland non-urban sites for future solid waste landfill facilities. The use of bayland sites for landfill facilities should be ultimately phased out, although the continued use of existing bayland sites may be allowed.

7. New solid waste landfills should be established only on lands designated with the Candidate Solid Waste Landfill Site overlay ("CSW"). The Candidate Solid Waste Landfill Site overlay is compatible with the underlying designations of Public/ Quasi-Public, Non-Urban Hillside and Private Open Space.

8. New Candidate Solid Waste Landfill Sites should be located at least l/2 mile from areas with existing or planned residential uses at urban densities.

9. Access routes to solid waste landfill sites in non-urban areas should be designed and controlled so as to avoid encouraging urban development on adjacent or nearby properties.

10. Solid waste landfills should be discouraged in the proximity of existing or planned airports.

11. Landfill sites should be approved through the Planned Development zoning process.

12. Only when solid waste landfills have incorporated adequate mitigation measures should they be located on lands that are susceptible to landslides, faulting, seismically induced ground failure, 100-year flood inundation, salt water inundation, or dam inundation; or which have a high water table, are within a reservoir drainage basin, in wetlands or in areas of granular soils with potential for seismic failure which may result in the introduction of leachate into groundwater aquifers.

13. Solid waste landfills should be designed and operated in a manner that protects surface water and ground water aquifers from contamination by leachate.

14. Solid waste landfills should be designed and operated in such a manner as to minimize their attractiveness to birds, insects and rodents.

15. Additional screening should be provided when topography and naturally occurring vegetation is insufficient to adequately screen a solid waste landfill site or its access

road from the view of residences or public roads.

16. The approval of solid waste landfill sites should include planning for their eventual phased restoration to recreational or open space uses, including revegetation with native plant species.

17. Solid waste sites should be planned, located and maintained to mitigate potential negative impacts on surrounding land uses, particularly in residential areas. The effects of increased traffic and traffic hazards, noise and odor problems, pollution and potential littering of traffic routes, including windborne and waterborne litter, should be mitigated.

18. Methane gas may be recovered from a closed solid waste landfill irrespective of the land use designation of the site.

Siting Criteria for other Solid Waste Management Facilities

19. Solid waste transfer/processing stations may be located in areas designated Heavy Industrial on the Land Use/Transportation Diagram if, during the development review process, it is determined that such a use would be compatible with existing and planned land uses in the vicinity of the site.

20. Solid waste reduction techniques, including source reduction, reuse, recycling, source separation and energy recovery, should be encouraged. ■

AESTHETIC, CULTURAL AND RECREATIONAL RESOURCES

Historic, Archaeological and Cultural Resources

San Jose has had a long and culturally rich history. The commonly held image of San Jose as the prototype of a rapidly growing suburban city tends to obscure the importance of earlier eras in the development of the community.

Long before the first European settlement, Native Americans resided in the area, settling along the many streams and creeks. The gentle climate, the Bay and its marshlands, the year-round streams, the oak groves, and rich agricultural land provided a favorable environment for American Indian villages.

The Pueblo of San Jose was founded November 29, 1777, as the first Spanish civil settlement in California. San Jose's story since then is one of the opening of a new land and the development and building of a civilization on the West Coast. In the years between the early-19th Century and the mid-20th Century, San Jose evolved into a commercial and governmental center based on the lucrative agricultural economic base. This fertile agricultural region attracted many immigrants who came to find their fortunes in the thriving agricultural community.

Today, San Jose is one of the nation's leading technological centers, attracting industry from all over the world. The invention of the silicon chip in the 1960's has transformed the agricultural center of the 1940's and 1950's into the "Silicon Valley" of today and the future.

Through San Jose's rich history, many sites and structures of historical and cultural importance have been constructed. Some of these significant sites have been lost, but the many that remain can be preserved. In addition to individual sites, there exist many districts in which numerous structures, related by a common architectural style or by historical association, collectively constitute a significant

resource. The visual charm and character of these sites, structures and districts lend to the revitalization of older neighborhoods and help to enhance community identity.

In many cases, the fine architecture and craftsmanship of these early structures provide a living historical record for the present and future generations of San Jose.

An additional aspect of San Jose's historic and cultural heritage is that of archaeological resources. Native American artifacts and remains have been discovered in such archaeologically sensitive areas as creeksides and hillsides and provide an irreplaceable record of another civilization.

San Jose's long and colorful history can provide a significant contribution to a sense of community identity. In order to enhance this identity, it is important to promote an awareness of San Jose's historic and archaeological heritage.

Historic, Archaeological and Cultural Resources Goal:

Preservation of historically and archaeologically significant structures, sites, districts and artifacts in order to promote a greater sense of historic awareness and community identity and to enhance the quality of urban living.

Historic, Archaeological and Cultural Resources Policies:

1. Because historically or archaeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.

2. The City should use the Area of Historic Sensitivity overlay and the landmark designation process of the Historical Preservation Ordinance to promote and enhance the preservation of historically or architecturally significant sites and structures.

3. An inventory of historically and/or architecturally significant structures should be maintained and periodically updated in order to promote awareness of these community resources.

4. Areas with a concentration of historically and/or architecturally significant sites or

structures should be considered for preservation through the creation of Historic Preservation Districts.

5. New development in proximity to designated historic landmark structures and sites should be designed to be compatible with the character of the designated historic resource. In particular, development proposals located within the Areas of Historic Sensitivity designation should be reviewed for such design sensitivity.

6. The City should foster the rehabilitation of individual buildings and districts of historic significance and should utilize a variety of techniques and measures to serve as incentives toward achieving this end. Approaches which should be considered for implementation of this policy include, among others: Discretionary Alternate Use Policy Number 3, permitting flexibility as to the uses allowed in structures of historic or architectural merit; transfer of development rights from designated historic sites; tax relief for designated landmarks and/or districts; alternative building code provisions for the reuse of historic structures; and such financial incentives as grants, loans and/or loan guarantees to assist rehabilitation efforts.

7. Structures of historic, cultural or architectural merit which are proposed for demolition because of public improvement projects should be considered for relocation as a means of preservation. Relocation within the same neighborhood, to another compatible neighborhood or to the San Jose Historical Museum should be encouraged.

8. For proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order to determine whether valuable archaeological remains may be affected by the project and should also require that

appropriate mitigation measures be incorporated into the project design.

9. Recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional archaeological examination and reburial in an appropriate manner is accomplished.

10. Heritage trees should be maintained and protected in a healthy state. The heritage tree list, identifying trees of special significance to the community, should be periodically updated.

11. The City should encourage the continuation and appropriate expansion of Federal and State programs which provide tax and other incentives for the rehabilitation of historically or architecturally significant structures.

Parks and Recreation

Public parks and recreation areas are an important and necessary element of the urban community, providing for many of its open space and leisure activity needs. A sufficient supply of park land and open space is important

to enhance the livability and the social and environmental quality of a city. A wide variety of parklands and facilities are needed to serve the City's many unique and diverse environments: the urban Core (Downtown), neighborhoods framing the Downtown Core, suburban neighborhoods and semi-rural hillside areas. Developed parks, natural open space areas and recreation facilities are necessary for a balanced and vital community. The manner in which open space is preserved and recreational lands and opportunities developed reflect the diverse interests of the City's residents. Neighborhood parks provide recreation facilities close to home and are easily accessible to residents. In addition, open space areas provide other benefits, such as providing heat reduction during the summer months.

The City has actively pursued a program of park land acquisition. The City utilizes a variety of financing mechanisms, including the Parkland Dedication Ordinance, Park Impact Fee Ordinance and the Construction and Conveyance Tax, to acquire and develop park land.

As of 1992, approximately 16,300 acres of Federal, County and City owned public park land had been acquired within the City's Sphere of Influence. The majority of this land consists of County owned hillside open space, creekside park chains, and Federal owned wetlands as part of the San Francisco Bay National Wildlife Refuge. These areas comprise part of a regional park system which is envisioned to provide a "greenbelt" of open space around the urban area of the City. The City manages approximately 4,000 acres of this total acreage for neighborhood, district and citywide parks, park chains along several major waterways, community centers, historic facilities and sports facilities. Some of these sites have been developed for the delivery of a wide variety of leisure activities and other sites remain unimproved because of the City's limited budget for operations and maintenance costs associated with parks. In addition to lands owned by public park and recreational agencies, the parks and recreation system in San Jose also includes properties owned by private utilities, including the Santa Clara Valley Water District, the Pacific Gas and Electric Company, school districts and other agencies.

Flood control rights-of-way, utility corridors, school yards and water supply reservoirs are familiar examples of facilities which form an integral part of San Jose's recreation-oriented open space resources. A significant concern is the growing number of school closures in many neighborhoods of the City which result in a loss of usable open space and a traditional source of community services.

Due to high land costs, development patterns, and special credit and exemption provisions in existing City financing mechanisms, the City has been unable to acquire a sufficient amount of neighborhood serving park land to meet its service level objectives. In order for the City to maintain a high quality of life, creative solutions will be needed to provide alternative methods of alleviating park land deficiencies. Alternative forms of neighborhood serving park land mitigation should be considered for high density housing projects, particularly in the Downtown Core and Frame Areas and along major transit and arterial corridor connections to Downtown. New private development should be encouraged to provide a greater amount of recreation and open space facilities on site or in close proximity to meet the park and open space needs it generates. Alternative methods of providing central city development with access to open space and recreation facilities should include consideration of: outdoor plazas and gathering areas; landscaped pedestrian oriented streetscapes; indoor and roof top recreation and open space amenities; publicly accessible private recreation facilities, such as swim cabanas, tennis clubs, and fitness centers; freeway underpasses and air rights: proximity to civic and cultural facilities; and the availability of public transportation providing access to other park and open space lands beyond reasonable walking distance.

Level of service goals for Parks and Recreation services are set forth in the Services and Facilities section of this Chapter.

Parks and Recreation Goal:

Provide park lands and recreation areas which enhance the livability of the urban environment by providing parks for residential neighborhoods, preserving significant natural, historic, scenic and other open space resources, and meeting the open space and recreation services needs of community residents.

Parks and Recreation Policies:

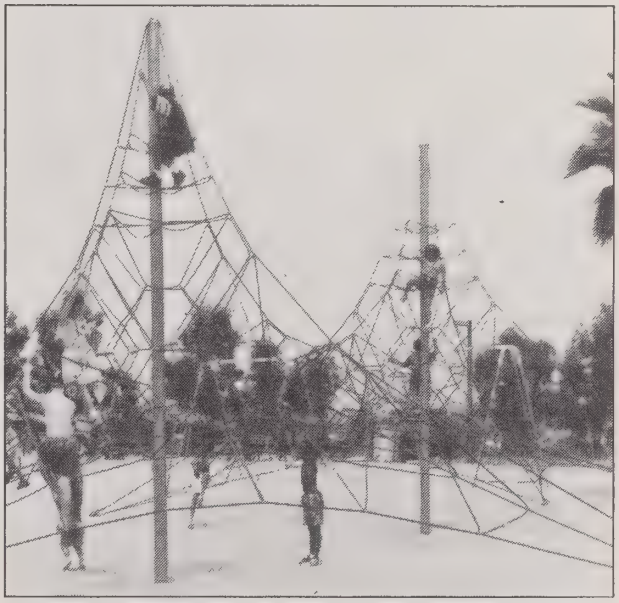
1. The City should consider as an objective the provision of neighborhood or community park within reasonable walking distance for each resident. That portion of a Citywide or regional park which provides recreational accessibility for nearby residents in the same manner as a neighborhood or community park should be considered as meeting this objective.

2. Public parks, open space lands and other similar public areas should be located, oriented and designed in such a way as to facilitate their security and policing.

3. Through the development review process, private open space and recreation facilities should be encouraged in high density residential projects, mixed use projects and major employment complexes in the vicinity of major transit corridors in order to meet a portion of the open space and recreation needs of residents, employees and visitors that will be generated by that development.

4. The City should accept open space land dedications only when public ownership will preserve the natural and scenic beauty, protect natural and man-made landmarks, or provide a land supply to meet future recreational needs.

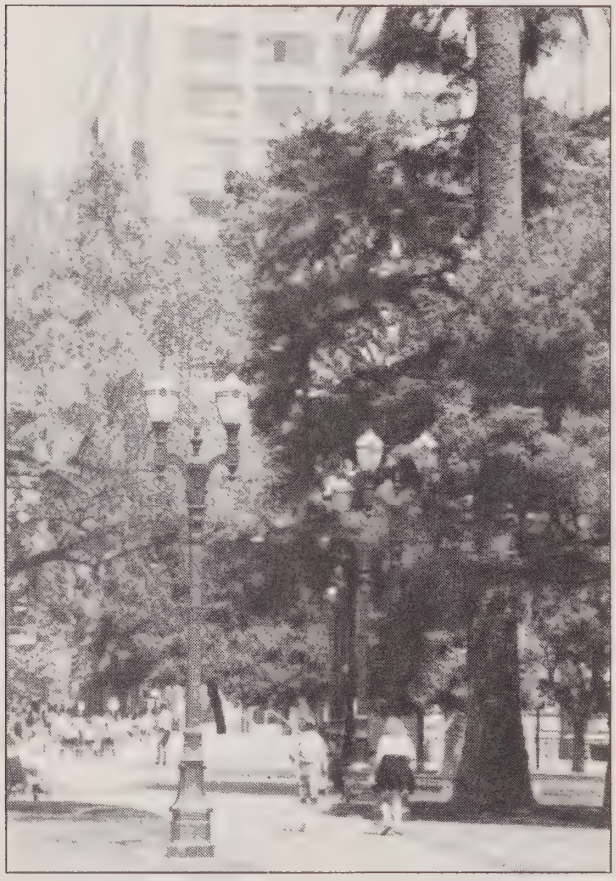
5. The development of public and private recreational uses in rural and hillside areas should be low intensity and sensitive to geologic hazards, water resources, natural habitats, and visual impacts, consistent with allowed densities and development standards for residential and other uses.



6. In the design and maintenance of parks, consideration should be given to impacts on wildlife. In particular, it should be recognized that native plant species may be best suited for providing wildlife cover and food sources and that herbicides, pesticides and fungicides may be damaging to native plants and wildlife.

7. The City encourages the Santa Clara Valley Water District, school districts, the Pacific Gas and Electric Company and other public agencies and utilities to provide for appropriate recreational uses of their respective properties and rights-of-way. Consideration should be given to cooperative efforts between these entities and the City to develop parks, other open space areas and recreational facilities and programs.

8. The City encourages the County and other appropriate jurisdictions to direct the expenditure of regional park funds to provide parks and other open space lands and recreational resources within, or in close proximity to, the urban population.



9. The City should continue to work cooperatively with local school districts in identifying and evaluating surplus school sites for potential park lands acquisition. In furtherance of this policy, the City should maintain and periodically update the School Site Reuse Plan.

10. The City should maintain and periodically update a plan establishing criteria and standards for the provision of parks and recreation services. "Leisure and Life 2000" meets this objective.

11. The City should promote the enactment of Federal, State and local legislation intended to facilitate the acquisition of surplus property of public agencies for parks, open space and recreation purposes.

12. The City encourages the County and other public agencies to accept dedications of open space lands of regional significance, including watersheds, wildlife habitats, wetlands, historic sites, and scenic lands. The City also encourages private entities to preserve open space lands.

13. Bikeways, hiking trails, equestrian trails, rest areas and picnicking accommodations should be provided, wherever feasible, within parks and trails corridors designated on the Scenic Routes and Trails Diagram, to access the hillsides, ridgelines, baylands, significant waterways, and other scenic areas.

14. In the design of parks, consideration should be given to providing features, facilities, and services that promote tourism and make San Jose an attractive location for economic development as well as serve the needs of San Jose residents.

15. The City should facilitate the creation and improvement of neighborhood and community parks by using the Parkland Dedication Ordinance, the Parallel Impact Fee Ordinance, and the Construction and Conveyance Tax.

16. Parks should be designed and constructed in a manner which allows access to each type of recreational experience for people of all abilities to the maximum extent possible.

17. In the planning of future park expenditures, the provision of new park and recreation facilities and improvements in park deficient areas should be considered a top priority.

18. The City should consider negotiating with property owners and local school districts in newly developing residential areas for the dedication of playground/recreation portions of future school sites to the City, providing for long term low cost leasing of these playgrounds back to the school districts. Under this arrangement, when a school district declared a site as surplus the playground portions of it would automatically revert back to the City, ensuring public use in perpetuity.

Scenic Routes

The City of San Jose has many scenic resources which include the broad sweep of the Santa Clara Valley, the hills and mountains which frame the Valley floor, the baylands and the urban skyline itself, particularly high-rise development. It is important to preserve public thoroughfares which provide visual access to these scenic resources. The designation of a scenic route applies to routes which afford especially aesthetic views. Two types of scenic routes are designated on the Scenic Routes and Trails Map. They are Landscaped Throughways and Rural Scenic Corridors.

State and Interstate Highways are important transportation routes with high traffic volumes. San Jose's image for both residents and visitors is affected by the visual and aesthetic scene both at gateways where these routes enter the City, and as these routes traverse the City. In particular, State and Interstate Highways are frequently elevated, presenting grand views of the downtown, the hillsides and other scenes of considerable significance. These views contribute to the image of San Jose as a pleasant and attractive city in which to live and work.

The designation of Landscaped Throughway on the Scenic Routes and Trails Diagram designates all State and Interstate Highways that are located within San Jose's Sphere of Influence. Landscaping and the use of architectural detailing along the highways will

enhance and improve the visual qualities of these thoroughfares. Billboards and other large structures located adjacent to scenic routes often diminish views and present an unattractive urban appearance from the roadways. Special efforts, such as discouraging the use of billboards and regulating the size and shape of structures along highways, can preserve scenic views and maintain the City's overall image.

Rural Scenic Corridors are scenic routes that provide access to the natural amenities that surround the City. They are defined as the scenic road right-of-way plus the landscape visible on either side of the right-of-way. Any development in these areas should be subject to special design treatment in order to blend with the scenic qualities of the area. The provision of recreational trails for hikers, bicyclists and equestrians should be encouraged within designated Rural Scenic Corridors where sufficient right of way exists allowing for connections to and extensions of existing trail corridors.

Designated scenic routes are not the only thoroughfares that have scenic views. Most major streets provide some type of view or "vista" of the natural areas, the hillsides or man-made structures. Often major streets provide unique opportunities to develop or preserve significant views.

Scenic Routes Goal:

Preserve and enhance the visual access to scenic resources of San Jose and its environs through a system of scenic routes.

Scenic Routes Policies:

1. Development within the designated Rural Scenic Corridors and along designated Landscaped Throughways should be designed with the intent of preserving and enhancing attractive natural and man-made vistas.
2. The natural character of Rural Scenic Corridors should be preserved by incorporating mature stands of trees, rock outcroppings, streams, lakes and reservoirs and other such natural features into project designs.
3. The design of Landscaped Throughways should include a high standard of architectural detail and landscaping in order to create a consistent and attractive visual quality.
4. Any development occurring adjacent to Landscaped Throughways should incorporate interesting and attractive design qualities and promote a high standard of architectural excellence.
5. Any development along Landscaped Throughways entering the City should be designed to provide attractive gateways to the City.
6. Development along designated Rural Scenic Corridors should preserve significant views of the Valley and mountains, especially in, or adjacent to, Coyote Valley, the Diablo Range, the Silver Creek Hills, the Santa Teresa Ridge and the Santa Cruz Mountains.
7. The planning of Rural Scenic Corridors should take into consideration the potential for providing access to such public facilities as parks, recreation areas, bike trails and cultural attractions.
8. Roadway design on Rural Scenic Routes should minimize impacts on native flora and natural topographic features.
9. Billboards adjacent to all scenic routes should be strongly discouraged.
10. Many major streets and other roadways in San Jose afford scenic views of hillsides, although they may not qualify as designated scenic routes. Special consideration of

street design should be taken so as to preserve views of hillsides wherever they occur.

Trails and Pathways

The many creeks and streams traversing San Jose which connect many of the area's large regional parks offer an unparalleled opportunity to create a network of trails and pathways. This network can link a large urban population with the significant open space and recreational opportunities afforded by public parks and other open space lands in the baylands, hillside areas and throughout the Santa Clara Valley. A trails and pathways network can provide access to these important natural areas and recreational opportunities without dependence on either the automobile or congested urban streets.

Trails and pathways can also provide local opportunities for persons who wish to jog, bike, ride horses or just hike along natural creeksides. This recreational opportunity for nearby residents and employees, plus the aesthetic advantages of the natural riparian setting of creekside areas enhances the value of development on adjacent properties.

The Scenic Routes and Trails Diagram is described in the Land Use/Transportation Diagram Chapter of this General Plan. This section describes the Trail and Pathway designations on the Diagram which identify the corridors planned for the City.

Trails and Pathways Goal:

Provide a network of trails and pathways throughout the City in order to maximize the City's recreational opportunities and to provide alternate means of reaching regional parks and other natural areas.

Trails and Pathways Policies:

1. The City should control land development along designated Trails and Pathways Corridors in order to provide sufficient trail right-of-way and to ensure that new development adjacent to the corridors does not compromise safe trail access nor detract from the scenic and aesthetic qualities of the corridor.

2. When new development occurs adjacent to a designated Trails and Pathways Corridor, the City should encourage the developer to install and maintain the trail.

3. Design, construction and management of trails and pathways should be carefully executed in order to minimize environmental disturbance.

4. Bridges and other public improvements within designated Trails and Pathways Corridors should be designed to provide safe and secure routes for trails, including grade separation of roadways and trails whenever feasible.

5. The City should promote cooperative interagency planning of pathways, bikeways and equestrian trails.

6. The incorporation of trails and pathways into lanes used for public and utility purposes is encouraged.

7. Trails should be built to meet the trail standards established by the Department of Public Works. Trail design should provide sufficient light, vertical and horizontal clearance, and landscape setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience.

8. In areas which are already developed and where insufficient right of way exists to provide trails separate from existing roadways, the City should consider interim trail alignments along public roadways to provide linkages with trail corridors and public transportation facilities.

9. Trails and pathways should be designed and constructed in a manner which allows safe access to each type of trail experience for people of all abilities to the maximum extent possible. ■

NATURAL RESOURCES

This General Plan is based on the premise that natural resources are not inexhaustible commodities to be exploited, but are valuable assets to be judiciously used and wisely managed for the benefit of present and future generations. The intent of the Natural Resources goals and policies is to balance resource conservation and urban development, so as to maximize the achievement of environmental, economic and social objectives.

Management of natural resources affects a much larger area than that within San Jose's jurisdiction. Conservation or misuse of natural resources by one city can affect all the other cities in the region. For example, air pollution generated in cities to the north will be carried by the prevailing winds to San Jose, decreasing local air quality. In order to address the regional scope of water quality, the Regional Water Quality Control Board (RWQCB) has adopted a Water Quality Control Plan for San Francisco Bay Basin to meet Federal and State water quality requirements. Without consistent action throughout the San Francisco Bay region, San Jose's environmental management goals will not be met.

Natural Communities and Wildlife Habitats

Plant communities and wildlife habitats within the Sphere of Influence of San Jose range from relatively undisturbed natural communities, such as oak woodland and salt marsh, to areas that are completely developed.

A variety of native and non-native plants and animals are found within the City. Several native plant communities, including serpentine grassland, salt marsh, and riparian forest provide habitat for rare, threatened and/or endangered plants and animals that are of special concern to governmental agencies, conservation groups, and private citizens.

Although natural communities generally support a greater diversity and number of plant and animal species, urban habitat is also important. Urban habitat is found in developed residential, commercial, and industrial areas. Valuable urban habitat includes street trees, backyard gardens, parks, and some vacant lots. Trees, shrubs, lawns, and gardens found in urban areas provide food and cover for wildlife that has adapted to the urban environment.

Woodlands, Grasslands, Chaparral and Scrub

Woodlands, grasslands, chaparral and scrub are the primary vegetative cover on the hillsides surrounding the Santa Clara Valley floor. These plant communities provide grazing land and wildlife habitat, and facilitate the capture and subsequent percolation of rainwater. These areas also have direct scenic value. Woodlands, grasslands, chaparral, and scrub are susceptible to damage from inappropriate agricultural uses and practices as well as from urban development, and should be protected from erosion hazard.

Oak woodland is recognized as highly productive wildlife habitat with important aesthetic value. Much of the oak woodland that was historically present within the City has been removed by agricultural and urban uses. Oak woodland areas remain in the Santa Teresa and Almaden Hills and along the southern parts of San Felipe Road.

Many wildlife species use grasslands for feeding or hunting, but require nearby trees or shrubs for cover or nesting sites. Grasslands provide important habitat for the Turkey Vulture, Northern Harrier, Black-shouldered Kite, Horned Lark, and Burrowing Owl. Scrub, a plant community made up of moderate sized shrubs such as California Sagebrush and Black Sage, occurs on rocky, shallow soils and is often associated with grasslands.

Foothill areas with soils derived from serpentine rock can support unique plant communities. Serpentine bunchgrass and serpentine chaparral occur in the Mt. Hamilton Range and in the Santa Cruz Mountains. Some areas that formerly supported serpentine bunchgrass

species have been modified by grazing and support primarily introduced species.

Woodlands, Grasslands, Chaparral and Scrub Goal:

Protect the biological diversity and scenic characteristics of grasslands, woodlands, chaparral and scrub in hillside areas.

Woodlands, Grasslands, Chaparral and Scrub Policies:

1. The nature and amount of public access to wooded areas and grasslands, when allowed, should be consistent with the environmental characteristics of these areas.

2. The use of motorized off-road vehicles should be limited, and strictly regulated, in woodlands, grasslands, and hillside areas.

3. The City should cooperate with other agencies in the preservation of hillside vegetation.

4. Grading should be designed to minimize the removal of significant vegetation.

5. The City should preserve and protect oak woodlands, and individual oak trees, to the greatest extent feasible.

6. The City should encourage appropriate reforestation and planting projects in hillside areas.

7. Appropriate agricultural practices should be encouraged in hillside areas.

8. Serpentine grasslands, particularly those supporting sensitive serpentine bunchgrass communities of plant and animal species of concern, should be preserved and protected to the greatest extent feasible. When disturbance cannot be avoided, appropriate measures should be required to restore, or compensate for loss of serpentine bunchgrass communities or habitat of species of concern.

Riparian Corridors and Upland Wetlands

The rivers, creeks and upland wetlands within the City of San Jose support a diversity of habitats. Several distinct habitats occur along the riparian corridors, including riparian forest, grassland, freshwater marsh, and upland wetlands. Many species of plants, fish and wildlife are found associated with riparian corridors, including several species of concern. Riparian areas and upland wetlands that support native or woody plants provide habitat that is important for the protection of the region's plant and animal life. From fall to early spring, riparian forest communities provide important resting and feeding areas for migrating birds. Riparian corridors also provide aesthetic values and recreational resources.

Creeks in the Santa Clara Valley historically supported relatively wide corridors of natural vegetation. Plant communities associated with riparian corridors now occur as narrow bands of vegetation within the banks of creeks. Many channels have been modified for flood protection and in-stream percolation ponds.

The City Council has approved a Riparian Corridor Policy Study which includes an inventory of riparian resources within the Urban Service Area and Urban Reserves, assessments of riparian value, development guidelines, and riparian restoration policies. The policy document addresses both private and public development including recreation facilities.

Riparian Corridors and Upland Wetlands Goal:

Preserve, protect, and restore riparian corridors and upland wetlands within the City of San Jose's Sphere of Influence.

Riparian Corridors and Upland Wetlands Policies:

1. Creeks and natural riparian corridors and upland wetlands should be preserved whenever possible.

2. New public and private development adjacent to riparian corridors should be consistent with the provisions of the Riparian Corridor Policy Study.

3. New development within the Urban Service Area should be set back from the outside edge of riparian habitat (or top of bank, whichever is greater) a distance sufficient to buffer the impacts of adjacent human activities and provide avenues for wildlife dispersal.

4. New development should be designed to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone.

5. When disturbances to riparian corridors and upland wetlands cannot be avoided, appropriate measures should be required to restore, or compensate for damage to, the creeks or riparian corridors.

6. The City encourages appropriate native plant restoration projects along riparian corridors, upland wetlands, and in adjacent upland areas.

7. The City should consider the preparation of a Riparian Restoration Action Plan to assess riparian conditions and identify potential reparian restoration programs and priorities.

8. Natural riparian corridors outside the Urban Service Area should be protected from disturbance associated with development (such as structures, roadways, sewage disposal facilities and overhead utility lines, except those required for flood control or bridging) by a minimum 150 foot setback from the top bank line, wherever feasible.

Bay and Baylands

South San Francisco Bay and the baylands are a vital biotic, cultural and recreational open space resource.

The South San Francisco Bay is recognized as one of the nation's most significant estuaries. Pursuant to the Water Quality Act, the Governor of California has included the San Francisco Bay within the National Estuary Program. The San Francisco Bay-Delta Estuary is the largest estuary and possibly the most important natural and economic resource on the western coast of the American continents. The San Francisco Bay system provides essential recreational and aesthetic opportunities for boaters, fishermen and hikers and all those who appreciate natural beauty.

All uses of the Estuary depend on the quality and health of its waters and wetlands. A leading cause of degradation and a fundamental threat to the present and future benefits of the Estuary is

the loss of the Estuary's open water area, wetlands, and stream environments through modification or conversion to other uses and contamination by pollutants.

In the South Bay, the Estuary consists of the open tidal, brackish, and fresh water system of the San Francisco Bay and adjacent wetlands, and tributary streams. Changes in land use can have direct impacts on the Estuary such as the physical conversion of open waters, wetlands and streams, and indirect impacts such as pollutants which can be carried by rain water or publicly operated treatment works from upland uses and activities into the Estuary.

The water and wetland surfaces of the Bay make an important contribution to the mild climate and the quality of life in the South Bay Area. Reduction of the surface area raises air temperatures, reduces winds, and reduces water circulation in the Bay. Also, reduction of the area open to tidal action decreases the capacity to flush pollutants from the Bay.

The baylands provide food and shelter for fish and wildlife, and in their natural state serve multiple functions for water and air quality control, storage and passage of flood waters, erosion control, nature education, scientific study, open space and recreation. The Bay and baylands are defined, for the purpose of this Plan, as the tidal influenced water areas, the historic wetlands areas which are adjacent to and ecologically integrated into the Bay and tidal channels of the Bay (including seasonal, tidal and diked marshes, mud flats, salt ponds and vernal pools) and the adjacent lands which are ecologically linked to these wetlands. Baylands provide habitat for a number of species of concern and include a unique plant community, North Coast Salt Marsh. The Bay and bayland habitats can be jeopardized by dredging, filling, diking, discing, draining, and other activities.

The Water Pollution Control Plant must operate under the regulation of a National Pollution Discharge Elimination System Permit because the sewage which is treated by the Water Pollution Control Plant is discharged directly in to the South San Francisco Bay. In order to reduce the possibility of the sewage discharge impacting the Bay habitat or wildlife the City has adopted a South Bay Action Plan, which consists of water conservation and water reclamation programs, and a Waste Minimization Program to reduce the amount of metals which are deposited into the sewage.

The San Francisco Bay National Wildlife Refuge, located in the baylands near the community of Alviso, is an area set aside for the preservation and restoration of natural bayland habitat, for purposes of protecting many species of plant and animal life which inhabit and migrate through the baylands.

Bay and Baylands Goal:

Preserve and restore natural characteristics of the Bay and adjacent lands, and recognize the role of the Bay's vegetation and water area in maintaining a healthy regional ecosystem.

Bay and Baylands Policies:

1. The baylands should be preserved and restored in a manner consistent with the fragile environmental characteristics of this area and the interest of the citizens of San Jose in a healthful environment.

2. Urban development in the baylands is discouraged unless it can be shown that it results in no net loss of baylands habitat value.

3. The City should cooperate with the County, U.S. Army Corps of Engineers, EPA, California Department of Fish and Game, and other appropriate jurisdictions to prevent the degradation of baylands by discouraging new filling or dredging of Bay waters and baylands.

4. The City, in cooperation and, where appropriate, consultation with other interested agencies, should encourage the restoration of diked historic wetlands, including salt ponds, to their natural state by opening them to tidal action.

5. The City should continue to participate in the Santa Clara Valley Non-Point Source Pollution Control Program and take other necessary actions to formulate and meet regional water quality standards which are implemented through the National Pollution Discharge Elimination System Permits and other measures.

6. No development which creates adverse impacts on the National Wildlife Refuge in South San Francisco Bay or results in a net loss of baylands habitat value should be permitted.

Species of Concern

Natural plant communities, including serpentine grassland, serpentine chaparral, riparian forest, salt marsh, and freshwater marsh, harbor a number of species that are rare or at risk of becoming extinct in the near future. These "Species of Concern" include plants and animals that are protected under state and Federal Endangered Species Acts, the Federal Migratory Bird Treaty Act, and other species listed by the California Department of Fish and Game and the California Native Plant Society.

Serpentine grasslands and chaparral support a number of unique plants and animals including the Metcalf Canyon Jewelflower, Coyote Ceanothus, San Francisco Bay Checkerspot Butterfly, and Opler's Longhorn Moth.

Species of Concern found in riparian and marsh habitats near the bay and along creeks are primarily animals. Bird species such as the California Clapper Rail, Salt Marsh Yellowthroat, and Yellow Warbler visit or nest in marshes or riparian areas. The Salt Marsh Harvest Mouse uses salt marshes along the margins of sloughs. Other species of concern found in riparian habitats include the Red-legged Frog and the Southwestern Pond Turtle.

Grasslands and adjacent woodlands also provide habitat for a number of species of concern. Raptors, or birds of prey, including the Black-Shouldered Kite, Sharp-shinned Hawk, and Golden Eagle use grasslands for hunting and nest in woodland or forest habitats. The Burrowing Owl hunts and nests in grasslands and may also utilize disturbed habitats, including vacant lots and levees. The California Tiger Salamander uses underground burrows in grassland and requires ponds or quiet streams to breed.

Species of Concern that are known to occur in the Santa Clara Valley and surrounding foothills are listed in Appendix H.

Species of Concern Goal:

Preserve habitat suitable for Species of Concern, including threatened and endangered species.

Species of Concern Policies:

1. Consideration should be given to setting aside conservation areas in the Bay and baylands, along riparian corridors, upland wetlands, and hillside areas to protect habitats of unique, threatened and endangered species of plants and animals,

and to provide areas for educational and research purposes.

2. Habitat areas that support Species of Concern should be retained to the greatest extent feasible.

3. Recreational uses in wildlife refuges, nature preserves and wilderness areas in parks should be limited to those activities which have minimal impact on sensitive habitats.

Urban Forest

In urban areas, trees provide scenic beauty and shade and serve as wind, noise, and visual barriers. They also filter air pollutants, help conserve energy, replenish oxygen, and protect against flood hazards, landslides, and soil erosion by absorbing rain water. Native and landscape trees can provide important wildlife habitat for birds living in urban areas. All large specimen and heritage trees, especially native oaks, also have special aesthetic and historical values. Trees soften the effect of urban development and increase property values in neighborhoods and commercial areas.

Urban Forest Goal:

Preserve, protect, and increase plantings of urban trees within the City.

Urban Forest Policies:

1. The City should continue to support volunteer urban forestry programs that encourage the participation of interested citizens in tree planting and maintenance in neighborhoods and parks.

2. Development projects should include the preservation of ordinance-sized, and other significant trees. Any adverse affect on the health and longevity of native oaks, ordinance sized or other significant trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement. In support of these policies the City should:

   - Continue to implement the Heritage Tree program and the Tree Removal Ordinance.

   - Consider the adoption of Tree Protection Standards and Tree Removal Mitigation Guidelines.

3. The City encourages the maintenance of mature trees on public and private property as an integral part of the urban forest. Prior to allowing the removal of any mature tree, all reasonable measures which can effectively preserve the tree should be pursued.

4. In order to realize the goal of providing street trees along all residential streets, the City should:

   - Continue to update, as necessary, the master plan for street trees which identifies approved species.

   - Require the planting and maintenance of street trees as a condition of development.

   - Continue the program for management and conservation of street trees which catalogs street tree stock replacement and rejuvenation needs.

5. The City should encourage the selection of trees appropriate for a particular urban site. Tree placement should consider energy saving values, nearby powerlines, and root characteristics.

6. Trees used for new plantings in urban areas should be selected primarily from species with low water requirements.

7. Where appropriate, trees that benefit urban wildlife species by providing food or cover should be incorporated in urban plantings.

8. Where urban development occurs adjacent to natural plant communities (e.g. oak woodland, riparian forest), landscape plantings should incorporate tree species native to the area to the greatest extent feasible.

Water Resources

Both the adequacy of supply and quality of water resources are of concern to the community. The local water resource system consists of watershed lands, underground aquifers, reservoirs, canals, streams, rivers, creeks, and the riparian vegetation associated with them, and groundwater recharge areas. This local system is supplemented by the importation of water from external sources. Water is a finite resource and local water resources should be protected from pollution as much as possible and reclaimed to protect the adequacy of supplies, limit the dependence on external sources of supply, and avoid the overdrafting of the underground water basin to reduce land subsidence. Man's activities can affect the quality and supply of water. Urbanization can restrict the recharge of underground water basins by reducing permeable land surfaces and by removing the natural streamside vegetation which filters out pollutants. Urbanization can also increase the amount of pollutants which find their way into the waterways and underground water basins from storm runoff and from on-site percolation. In addition, excess storm water flows carry pollutants which are discharged directly into the South San Francisco Bay.

The Santa Clara Valley Water District is the agency primarily responsible for the conservation and development of water resources. The California Regional Water Quality Control Board San Francisco Bay Region is responsible for determining San Jose's compliance with the water quality requirements of the national Clean Water Act. The City's planning and regulation of the amount and location of urban development affects water resources. In an effort to increase local water supply, the City is coordinating water reclamation plans with the Santa Clara Valley Water District.

The Federal Environmental Protection Agency requires state governments to implement the Clean Water Act through permit controls on wastewater discharge. In order to meet the requirements for the issuance of a National Pollution Discharge Elimination System (NPDES) permit and reduce storm water pollution, the County of Santa Clara, the Santa Clara Valley Water District, and 13 local city governments have joined together to formulate the Santa Clara Valley Non-Point Source Pollution Control Program.

Water Resources Goal:

Protect water resources because they are vital to the ecological and economic health of the region and its residents.

Water Resources Policies:

1. The City, in cooperation with the Santa Clara Valley Water District, should restrict, or carefully regulate, public and private development in watershed areas, especially those necessary for effective stream flow and for the prevention of excessive siltation.

2. Water resources should be utilized in a manner which does not deplete the supply of surface or groundwater, and efforts to conserve and reclaim water supplies, both local and imported, should be encouraged.

3. The City should encourage the Santa Clara Valley Water District to restrict public access and recreational uses on water-related lands when water quality could be degraded.

4. The City should not permit urban development to occur in areas not served by a sanitary sewer system.

5. The City should protect groundwater recharge areas, particularly creeks and creeksides, and riparian corridors.

6. When new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities, the potential for surface water and groundwater contamination should be assessed and appropriate preventative measures should be recommended.

7. The City shall require the proper construction and monitoring of facilities storing hazardous materials in order to prevent contamination of the surface water, groundwater and underlying aquifers. In furtherance of this policy, design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or saltwater flooding.

8. The City should establish nonpoint source pollution control measures and programs to adequately control the discharge of pollutants into the City's storm sewers.

9. The City should take a proactive role in the implementation of the Santa Clara Valley Nonpoint Source Pollution Control Program, as well as implementation of the City's local nonpoint source control and storm water management program.

10. The City should encourage a more efficient use of water by promoting water techniques and the use of water-saving devices.

11. The City should promote the use of reclaimed water when feasible, particularly for industrial users, for irrigation and in groundwater recharge areas.

Extractive Resources

Extractive resources known to exist in and near the Santa Clara Valley include cement, sand, gravel, crushed rock, clay, and limestone, all of which have provided building materials to the construction industry. Santa Clara County has also supplied a significant portion of the nation's mercury over the past century.

Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has designated:

> The Communications Hill Area (Sector EE), bounded generally by the Southern Pacific Railroad, Curtner Avenue, State Route 87, and Hillsdale Avenue, as containing mineral deposits which are of regional significance as a source of construction aggregate materials.
>
> Neither the State Geologist nor the State Mining and Geology Board has classified any other areas in San Jose as containing mineral deposits which are either of statewide significance or the significance of which requires further evaluation. Therefore, other than the Communications Hill area cited above, San Jose does not have mineral deposits subject to SMARA.

Extractive Resources Goal:

> Conserve and make prudent use of economically useable extractive resources.

Extractive Resources Policies:

1. When urban development is proposed on lands which have been identified as containing economically useable extractive resources, the value of such resources should be taken into consideration.

2. The City encourages the conservation and development of SMARA-designated mineral deposits wherever feasible.

3. In making land use decisions involving areas which have a SMARA designation of regional significance, at the time of consideration of such decision, the City should, in balancing mineral values against alternative land uses, consider the importance of these minerals to their market region as a whole and not just their importance to San Jose.

4. The quarrying of economically useable resources, including sand and gravel, should be carefully regulated to mitigate potential environmental effects such as dust, noise and erosion.

5. When approving quarrying operations, the City should require the preparation and implementation of reclamation plans for the contouring and revegetation of sites after quarrying activities cease.

Air Quality

The climate and topography of the San Francisco Bay Area often directs air pollution to San Jose. High concentrations of pollutants are due to a blanketing layer of air known as a "thermal inversion", which prevents the upward escape of pollutants. The mountains which rim the Bay and form the Santa Clara Valley channel the prevailing winds, typically light and from the north, whenever there is thermal inversion. Under these conditions, air contaminants from urban areas of the Peninsula and East Bay are carried southward, to the degradation of air quality in the South Bay.

According to the Bay Area Air Quality Management District (BAAQMD) San Jose is at the center of a "non-attainment" area where air pollution by ozone, carbon monoxide, and particulates exceeds acceptable levels. Programs and control measures to reduce pollution emissions by 1997, included in BAAQMD's 1991 Clean Air Plan and other State and Federal plans, are now being developed and will eventually be implemented for South Bay residents. Attainment of acceptable air quality in the South Bay will require continued efforts by San Jose and neighboring cities to promote transportation improvements and reduce dependency on the automobile. Even with these efforts the region is likely to be a "non-attainment area" in terms of complying with State and Federal air pollution standards.

Air Quality Goal:

Maintain acceptable levels of air quality for the residents of San Jose and minimize the air pollution produced by new development.

Air Quality Policies:

1. The City should take into consideration the cumulative air quality impacts from proposed developments and should establish and enforce appropriate land uses and regulations to reduce air pollution consistent with the region's Clean Air Plan and State law.

2. Expansion and improvement of public transportation services and facilities should be promoted, where appropriate, to both encourage energy conservation and reduce air pollution.

3. The City should urge effective regulation of those sources of air pollution, both inside and outside of San Jose, which affect air quality. In particular, the City should support Federal and State regulations to improve automobile emission controls.

4. The City should foster educational programs about air pollution problems and their solutions.

5. In order to reduce vehicle miles traveled and traffic congestion, new development within 1,000 feet of an existing or planned transit station should be designed to encourage the usage of public transit and minimize the dependence on the automobile through the application of site design guidelines.

6. The City should continue to actively enforce its ozone-depleting compound ordinance and supporting policy to ban the use of chlorofluorcarbon compounds (CFCs) in packaging and in building construction and remodeling to help reduce damage to the global atmospheric ozone layer. The City may consider adopting other policies or ordinances to reinforce this effort.

Energy

Every aspect of modern society depends on the use of energy sources. Energy sources are used for transportation, manufacturing, processing, heating, cooling, lighting and appliances.

The City has little, if any, direct control over the production and supply of conventional energy resources, particularly fossil fuels; the City does not have coal mines, oil wells, or its own municipal utility. In general, most of our energy resources are imported with both availability and price governed by a wide variety of factors which the City does not control including the decisions of state, national and international institutions, both public and private.

Although the City of San Jose and its residents are affected by changes in all energy markets, they have little direct control. However, there is some indirect control or influence which the City can have over the amount and type of energy sources the City and its residents and businesses consume. The General Plan includes policies to impact energy consumption through the mix of land uses and the design of a transportation system which provides the most efficient movement of people and goods. Through the Sustainable City Strategy, San Jose can also affect energy supply and consumption by reducing the energy consumed for City operations, and by encouraging sound investments and behaviors which use non-renewable energy resources more efficiently and expand the use of renewable energy resources.

Energy Goal:

Consistent with Sustainable City Strategy Goals, the City should foster development which, by its location and design, reduces the use of non-renewable energy resources in transportation, buildings and urban services (utilities) and expands the use of renewable energy resources.

Energy Policies:

1. The City should promote development in areas served by public transit and other existing services. Higher residential densities should be encouraged to locate in areas served by primary public transit routes and close to major employment centers.

2. Decisions on land use should consider the proximity of industrial and commercial uses to major residential areas in order to reduce the energy used for commuting.

3. Public facilities should be encouraged to locate in areas easily served by public transportation.

4. The energy-efficiency of proposed new development should be considered when land use and development review decisions are made. The City's design techniques include provisions for solar access, for siting structures to maximize natural heating and cooling, and for landscaping to aid passive cooling protection from prevailing winds and maximum year-round solar access.

5. The City should encourage owners and residents of existing developments to implement programs to use energy more efficiently in buildings and in their transportation choices, to reduce dependency on automobiles, and to explore alternative energy sources.

6. All street lights in areas outside of the Downtown Core Area should use the low-pressure sodium vapor. Within the Downtown Core Area, high pressure sodium vapor street lights should be used.

7. The City should require low-pressure sodium vapor lighting for outdoor, unroofed areas in all new developments and encourage existing development to retrofit using low-pressure sodium vapor lighting.

8. The City should continue to pursue energy-efficiency in City operations.

9. The City should encourage the development of renewable energy sources and alternative fuels and cooperate with other public and quasi-public agencies in furthering this policy.

Agricultural Lands and Prime Soils

In addition to the production of food and fiber, lands utilized for agriculture can provide the indirect benefit of enhanced air quality through the plant respiration cycle. Prime soils, soils which have the ability to produce common cultivated crops without deterioration over a long period of time, underlie most of San Jose. The City has been built on prime soils, and most of the remaining undeveloped land consists of prime soils. Most of the remaining vacant, valley floor land in San Jose, including most of the Coyote Valley, is designated as prime farm lands by the State of California Important Farmlands Inventory. Preservation of all prime soil land would mean a virtual halt to urbanization and is not a reasonable goal. Not all lands designated on the Land Use/Transportation Diagram for Agriculture are in agricultural use nor are all prime soils lands in agricultural use.

Agricultural Lands and Prime Soils Goal:

Avoid the premature conversion of agricultural lands to urban uses.

Agricultural Lands and Prime Soils Policies:

1. Williamson Act contracts and other forms of property tax relief should be encouraged for agricultural lands in non-urban areas.

2. The City should promote the passage of legislation to establish Countywide or Statewide agricultural preservation programs, including the funding necessary for implementation of such programs.

3. Appropriate agricultural uses should be encouraged in hillside areas.

4. Preservation of agricultural lands and prime soils in non-urban areas should be fostered in order to retain the aquifer recharge capacity of these lands. ■

HAZARDS

San Jose's Sphere of Influence includes many areas subject to varying degrees of naturally occurring hazards. Historically, as land becomes scarce, there is increased pressure to develop vacant land with a higher hazard potential. Development in hazardous areas, however, can result in significant costs to the community, including major property damage as well as potential loss of life. Another major consideration is the extraordinary expense borne by the City to repair and replace public utilities and facilities located in hazard areas.

Hazards obviously represent a risk to the community. The purpose of the goals and policies in this section is to incorporate safety considerations into the City's planning and decision-making processes to reduce those risks. Since it is not possible to eliminate all such risks, the City and its residents must decide, based on personal, social, and economic costs and benefits, the degree of risk that is acceptable for various hazards. High risks in existing structures may be lowered to an acceptable level by physical alteration, relocation, demolition or changes in use. For new development, the emphasis of the General Plan policies is to regulate construction so as to minimize identifiable risks.

The Natural Hazards policies in this Plan are based on substantial background data and analysis about existing conditions in the City of San Jose and in the Santa Clara Valley. The three main sources for this information, incorporated into the General Plan by reference, are:

1) "Technical Report, Geological Investigation, City of San Jose's Sphere of Influence", prepared by Cooper-Clark and Associates, hereinafter called the Cooper-Clark Technical Studies.

2) The City of San Jose Fault Hazard Maps, prepared by the San Jose Department of Public Works, which include State of California Special Study Zones.

3) Flood Insurance Rate Maps (FIRM), City of San Jose, California, prepared for the National Flood Insurance Program by the Federal Emergency Management Agency.

These sources describe the soils, geologic and flooding conditions throughout the area, but they are not intended to identify the site specific characteristics of individual properties. The Plan's policies require detailed site-specific evaluation of properties when the sources referenced above indicate there may be a potential hazard. This evaluation is to confirm the accuracy of the generalized information provided in the referenced sources, identifying the specific impacts of a proposed development, and developing appropriate mitigation measures for those impacts.

There are many interrelationships between the various topics within the Hazards section of the Plan. For example, the control of erosion and prevention of landslides can have positive effects on the reduction of potential flooding impacts. Earthquakes can magnify, and in fact are a direct cause of one type of liquefaction, a hazardous soil condition. Fires in watershed areas can increase erosion and storm water runoff, thereby increasing flooding potential.

The discussion of natural hazards also relates to other elements of the General Plan. The potential for land subsidence is directly related to the issues discussed in the Water Resources section, since land subsidence is caused from overdrafting the groundwater basin. The discussion of flooding hazards in this section is directly related to the planning for improved flood control facilities discussed in the Facilities and Services section. This section also addresses man-made hazards, including noise, fire hazards and hazardous materials. Safety hazards associated with vehicular, rail and air

transportation are addressed in the Transportation goals and policies.

In the event of a fire, geologic, or other hazardous occurrence, the City of San Jose's Emergency Plan provides comprehensive, detailed instructions and procedures regarding the responsibilities of City personnel and coordination with other agencies to ensure the safety of San Jose's citizens. The Emergency Plan includes evacuation procedures but does not delineate evacuation routes. Instead, procedures are outlined for different types of emergencies occurring in different locations of San Jose.

The natural hazards described below are generally depicted on the Natural Hazards Map at the end of this section.

Hazards Goal:

Strive to protect the community from injury and damage resulting from natural catastrophes and other hazard conditions.

Hazards Policies:

1. Development should only be permitted in those areas where potential danger to the health, safety, and welfare of the residents of the community can be mitigated to an acceptable level.

2. Levels of "acceptable exposure to risk" established for land uses and structures based on descriptions of land use groups and risk exposure levels are outlined in Figure 15, "Acceptable Exposure to Risk Related to Various Land Uses", and should be considered in the development review process.

3. Provisions should be made to continue essential emergency public services during natural catastrophes.

4. The City should continue updating, as necessary, the San Jose Building Code and Fire Prevention Code to address geologic, fire and other hazards.

5. The City should promote awareness and caution among San Jose residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, and fire hazards.

6. Disaster preparedness planning should be undertaken in cooperation with other public agencies and appropriate public-interest organizations.

Soil and Geologic Conditions

Hazards related to soil and geologic conditions include erosion, landslides, expansive soils (subject to shrink and swell behavior), weak soils (subject to failure) and land subsidence. Soils with varying degrees of expansivity are present throughout the San Jose area, as are weak soils. The baylands and streambeds are areas with weak soils. Soils subject to liquefaction during an earthquake are more widespread, with varying levels of potential failure. Land subsidence which has historically occurred throughout the valley, is primarily concentrated in the Central and Alviso areas of the City. This condition has been arrested by the Santa Clara Valley Water District's groundwater recharge system.

The Soils and Geologic policies stress the need for identification and awareness of soils and geologic hazards in the planning and development of the future urbanization of the City. Areas of potential geological hazard are defined on the Landslide Susceptibility, Fault Traces, and Erosion Potential Maps contained in the "Technical Report, Geological Investigation, City of San Jose's Sphere of Influence", prepared by Cooper-Clark Associates, and on the State of California Special Study Zones Maps, both as referenced above.

The areas identified on these maps broadly define likely locations of soils and geologic

hazards. Detailed study of these potential impacts is necessary in conjunction with the development review process in order to identify and assess the site-specific conditions.

Soils and Geologic Conditions Goal:

Protect the community from the hazards of soil erosion, weak and expansive soils and geologic instability.

Soils and Geologic Conditions Policies:

1. The City should require soils and geologic review of development proposals to assess such hazards as potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards can be adequately mitigated.

2. The City should not locate public improvements and utilities in areas with identified soils and/or geologic hazards to avoid any extraordinary maintenance and operating expenses. When the location of public improvements and utilities in such areas cannot be avoided, effective mitigation measures should be implemented.

3. In areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.

4. In order to prevent undue erosion of creek banks, the City should seek to retain creek channels in their natural state, where appropriate.

5. The Development Review process should consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a manmade or natural disaster.

6. Development in areas subject to soils and geologic hazards should incorporate adequate mitigation measures.

7. The City should cooperate with the Santa Clara Valley Water District's efforts to prevent the recurrence of land subsidence.

8. Development proposed within areas of potential geological hazards should not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties.

Earthquakes

San Jose is located in a region of very high seismic activity. The major earthquake faults in the region are the San Andreas, near the crest of the Santa Cruz Mountains, and the Hayward and Calaveras fault system located in the Diablo Range. Numerous other faults are located in the hills and throughout the Valley. The Berryessa, Crosley, Clayton, Quimby, Shannon and Evergreen faults are potentially active and also located in the Santa Clara Valley. The soils which make up the majority of the valley floor consist of alluvial deposits from the surrounding mountain ranges. These types of soils have the potential to produce severe ground shaking which is the source of most earthquake damage.

The level of risk which the City considers acceptable for the hazards of earthquakes varies for different land uses and structural types. Figure 15 identifies the acceptable level of exposure to risk by land use. Earthquakes can generate a variety of hazards which include surface rupture, ground shaking and resultant ground failure, differential settlement, seismically-induced landslides, and seismically-induced inundation. Although it is not possible to negate all the risks associated with earthquakes, it is the intent of the General Plan to use the tools available, such as geotechnical studies (as referenced in the introduction to this section), appropriate land use decisions and building codes to reduce the risks to acceptable levels.

Earthquakes Goal:

Minimize the risk from exposure to seismic activity.

Earthquakes Policies:

1. The City should require that all new buildings be designed and constructed to resist stresses produced by earthquakes.

2. The City should foster the rehabilitation or elimination of structures susceptible to collapse or failure in an earthquake.

3. The City should only approve new development in areas of identified seismic hazard if such hazard can be appropriately mitigated.

4. The location of public utilities and facilities, in areas where seismic activity could produce liquefaction should only be allowed if adequate mitigation measures can be incorporated into the project.

5. The City should continue to require geotechnical studies for development proposals; such studies should determine the actual extent of seismic hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location.

6. Vital public utilities as well as communication and transportation facilities should be located and constructed in a way which maximizes their potential to remain functional during and after an earthquake.

7. Land uses in close proximity to water retention levees or dams should be restricted unless such facilities have been determined to incorporate adequate seismic stability.

8. Responsible local, regional, State, and Federal agencies should be strongly encouraged to monitor and improve the seismic resistance of dams in the San Jose area.

Flooding

San Jose and the Santa Clara Valley have a history of flooding which has resulted in loss of life and property. In San Jose, the most serious flooding in recent history has occurred in the Alviso and North San Jose areas.

Flood Insurance Rate Maps (FIRM) have been prepared in conjunction with the Federal Flood Insurance Program showing areas projected to be flooded to a depth of one foot or more in the event of a "1%" or "100-year" flood occurrence. The Natural Hazards Map depicts areas subject to inundation due to dam failure.

Although the Santa Clara Valley Water District has the primary responsibility for flood control and modifications to stream channels, San Jose has jurisdiction over, and responsibility for, the development of areas adjacent to all rivers and streams in the City's Urban Service Area. Therefore, City policies and land use decisions directly affect the design of channel modifications required as a part of a development. In particular, the City's regulation of development is the vehicle for requiring the dedication of waterways to the Water District, preservation of flood plains and in some cases, the construction of flood control improvements.

Flooding Goal:

Protect the community from the risk of flood damage.

Flooding Policies:

1. New development should be designed to provide protection from potential impacts of flooding during the "1%" or "100-year" flood.

Figure 15

Acceptable Exposure to Seismic Risk Related to Various Land Uses	
Land uses and structural types are arranged below according to the level of exposure to acceptable risk appropriate to each group; i.e., the lowest level of exposure to acceptable risk should be allowed for Group 1 and the highest level of exposure to acceptable risk for Group 7.	
Level of Acceptable Exposure to Risk	**Land Use Groups**
Extremely Low	Group 1: • Vulnerable structures, the failure of which might be catastrophic, such as nuclear reactors, large dams, and plants manufacturing or storing explosives or toxic materials. Group 2: • Vital public utility facilities, such as electric transmission interties (500 KV), network ties (230 KV), and substations, regional water supply distribution facilities, such as aqueducts and valley pipelines, treatment plants and pumping stations; and gas transmission mains.
Low	Group 3: • Major communication and transportation facilities, such as airports, telephone lines and terminals, bridges, tunnels, freeways and overpasses, and evacuation routes. • Water retention structures such as small dams and levees, and sanitary landfills. • Emergency facilities, such as hospitals, fire and police stations, ambulance services and post-earthquake aid stations. Group 4: • Involuntary occupancy facilities, such as convalescent and nursing homes, schools and prisons. • High occupancy buildings, such as theaters, arenas, large office buildings and hotels, and large apartment buildings or complexes.
Moderately Low	Group 5: • Public utility facilities, such as metropolitan feeder electric transmission routes (60 and 115 KV), water supply turnout lines and sewage lines. • Facilities which are of major importance to the local economy.
Ordinary Risk Level	Group 6: • Minor transportation facilities, such as arterials and parkways. • Low to moderate occupancy buildings, such as single-family residences, small apartment buildings, motels, and small commercial/office/professional light industrial buildings. Group 7: • Very low occupancy buildings such as warehouses, storage areas, and farm structures. • Open space and recreation areas, farm lands, and wildlife areas.

Source: Joint Committee on Seismic Safety of the California Legislature.

2. Development in watershed areas should only be allowed when adequate mitigation measures are incorporated into the project design to prevent unnecessary or excessive siltation of flood control ponds and reservoirs.

3. Designated floodway areas should be preserved for non-urban uses.

4. The City and the Santa Clara Valley Water District should cooperate to develop flood control facilities to protect the Alviso and North San Jose areas from the occurrence of the "1%" or "100-year" flood.

5. Appropriate emergency plans for the safe evacuation of occupants of areas subject to possible inundation from dam failure should be prepared and periodically updated.

6. The City should support State and Federal legislation which provides funding for the construction of flood control improvements in urbanized areas.

7. The City should require new urban development to provide adequate flood control retention facilities.

8. The City should cooperate with the Santa Clara Valley Water District to develop additional flood control retention facilities in areas where existing retention facilities are nearing capacity.

Fire Hazards

San Jose residents are exposed to both urban and wildland hazards. Fire is a unique hazard because it is both a natural hazard and one which can be significantly affected by the intentional, as well as accidental, actions of man.

In urban areas, the most serious concern is fires in high-rise buildings, multiple-family dwellings, and commercial and industrial structures containing highly combustible and toxic materials. City ordinances require the installation of fire sprinklers for most new construction other than low-rise residential developments. However, all residential structures are included in the City's requirements for smoke alarms. Adequate access to all structures on a site can be critical in urban areas. Inadequate parking provisions promote improperly parked vehicles which may obstruct or hinder emergency access.

In grass or woodland areas, adequately controlled fires can have some beneficial effects such as the control of excessive, dense brush and tree growth. If such dense growth does exist, any fire will be hotter and more likely to destroy plant roots which are necessary to bind the soil to prevent heavy erosion by wind and water.

Development in wildland areas complicates fire prevention and protection, particularly when the development is scattered and low density. In this case, controlled burns cannot be used to prevent excessive undergrowth and the potential for man-made fires is increased because of the proximity of people and buildings to wildland. Other means of control, such as growth retarding chemicals, mechanical cutting of top growth, and fire breaks could be employed; however, these tend to be less desirable due to development costs and the environmental effects of these measures.

Fire Hazards Goal:

To incorporate fire safety precautions as an integral consideration in planning development.

Fire Hazards Policies:

1. "Controlled burning" programs, agricultural uses such as grazing and special planting, and maintenance programs to reduce potential fire hazards in the hills and wilderness areas should be encouraged where appropriate.

2. All new development should be constructed, at a minimum, to the fire safety standards contained in the San Jose Building Code.

3. New development adjacent to heavily grassed and semi-arid hillsides should be designed and located to minimize fire hazards to life and property, including the use of such measures as fire preventive site design, landscaping and building materials, and the use of fire suppression techniques, such as sprinklering.

4. Alternative water resources for fire fighting purposes should be identified for use during a disaster.

5. Anticipated fire response times and fire flows should be taken into consideration as a part of the Development Review process.

6. New development should provide adequate access for emergency vehicles, particularly fire fighting equipment, as well as provide secure evacuation routes for the inhabitants of the area.

7. The City should regulate the storage of flammable and explosive materials and strongly encourage the proper transportation of such materials.

Noise

Noise as a form of environmental hazard has no natural component. All of the identified noise sources in the urban area are man-made. The existing background or "ambient" noise level in the community is the product of the cumulative effects of a variety of different noise sources.

There is scientific evidence documenting the detrimental effects of noise on human health and well being. The Environmental Protection Agency identifies 45 DNL (average day/night noise level in decibels) indoors and 55 DNL outdoors as the desirable maximum levels of noise.

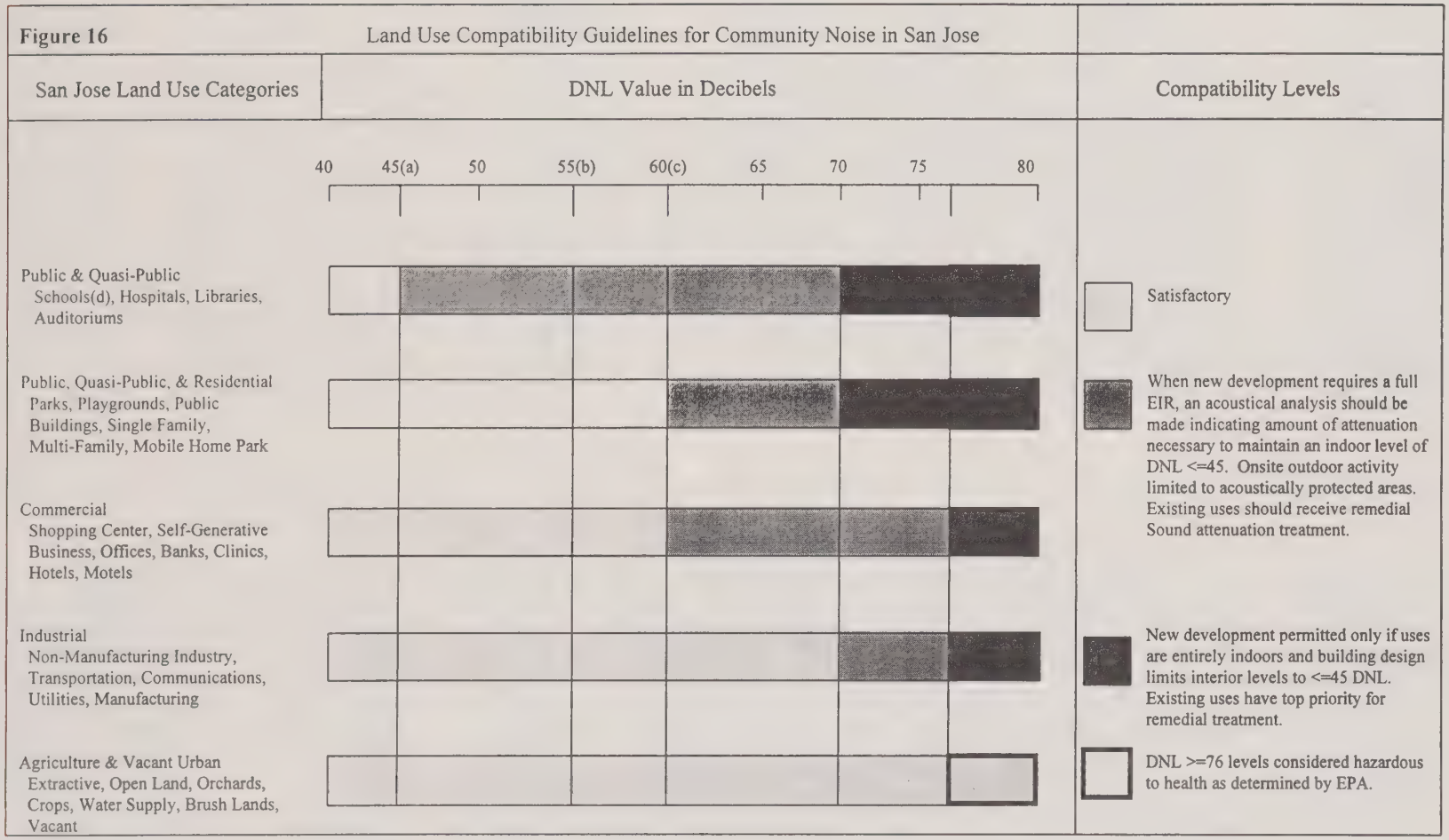
The City commissioned a noise measurement survey for the preparation of the 1974 Noise Element of the General Plan. This survey was most recently updated in 1993 to reflect current noise conditions in the community. The results of the recent survey generally confirmed the findings of the original noise survey. The major sources of noise in San Jose are the various modes of transportation that serve the community, including automobile and truck traffic on freeways and major streets, rail lines and airports. Other sources of noise include stationary sources, such as commercial and industrial operations, as well as temporary sources, such as construction activities and loud stereo music.

Because of the existing noise levels in San Jose and the need for State and Federal legislation to require quieter engine design in all forms of transportation, a short-term outdoor guideline of 60 DNL is considered to be more realistic than 55 DNL. However, since adequate construction technology is currently available, an indoor noise guideline of 45 DNL is feasible and coincides with Title 24, the State Sound Transmission Control law which is implemented by the City.

Residential and public/quasi-public land uses (such as schools, libraries and hospitals) are particularly sensitive to noise. Commercial, industrial and other non-residential uses located adjacent to such existing or planned noise sensitive uses should mitigate noise generation to meet the 55 DNL noise level at the property line. This will increase the compatibility between residential and non-residential land uses and will further the long-term outdoor noise goal of 55 DNL.

Figure 16 shows the compatibility of various land use categories with varying noise levels. The intent of the Plan is to ultimately achieve these levels; however, the Downtown Core Area and the area around San Jose International Airport have been identified as special noise impact problem areas. Because of the nature of these special areas, it may be impossible to

Figure 16 Land Use Compatibility Guidelines for Community Noise in San Jose



(a) Interior Noise Quality Level
(b) Long-Range Exterior Noise Quality Level
(c) Short-Range Exterior Noise Quality Level
(d) Leq value of Leq(3) = is used for the evaluation of school impact by the airport.

attain the desired outdoor noise level of 55 DNL or even 60 DNL in the near-term.

Noise Goal:

Minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies.

Noise Policies:

1. The City's acceptable noise level objectives are 55 DNL as the long-range exterior noise quality level, 60 DNL as the short-range exterior noise quality level, 45 DNL as the interior noise quality level, and 76 DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San Jose International Airport and in the Downtown Core Area will probably not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.

2. The City should include appropriate noise attenuation techniques in the design of all new arterial streets.

3. The City should encourage the State Department of Transportation and County Transportation Agency to provide sound attenuation devices which are visually pleasing on all new and existing freeways and expressways.

4. The City should monitor Federal legislative and administrative activity pertaining to aircraft noise for new possibilities for noise-reducing modifications to aircraft engines beyond existing Stage 3 requirements. In addition, the City should monitor the ongoing FAA study group discussions pertaining to land use around airports and oppose Federal policies pre-empting local land use authority. The City should monitor any efforts at the Federal level to revise or modify the Federal schedule for phase-out of Stage 2 aircraft. The City should continue to encourage the use of quieter aircraft at the San Jose International Airport.

5. The City should continue to require safe and compatible land uses within the International Airport noise zone (defined by the 65 CNEL contour as set forth in State law) and should also encourage operating procedures which minimize noise.

6. The City should continue to encourage the Federal Aviation Administration to enforce current cruise altitudes which minimize the impact of aircraft noise on land use.

7. The use of off-road vehicles such as trail bikes, mini-bikes and dune buggies should only be allowed in areas where the resulting noise is consistent with the City's exterior noise level guidelines and is compatible with adjacent land uses.

8. The City should discourage the use of outdoor appliances, air conditioners, and other consumer products which generate noise levels in excess of the City's exterior noise level guidelines.

9. Construction operations should use available noise suppression devices and techniques.

10. Commercial drive-through uses should only be allowed when consistency with the City's exterior noise level guidelines and compatibility with adjacent land uses can be demonstrated.

11. When located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses, non-residential land uses should mitigate noise

generation to meet the 55 DNL guideline at the property line.

12. Noise studies should be required for land use proposals where known or suspected peak event noise sources occur which may impact adjacent existing or planned land uses.

Hazardous Materials

Danger to public health and welfare is posed by a variety of hazardous materials. The term "hazardous materials" encompasses a large number of substances, including toxic metals, chemicals and gases, flammable and/or explosive liquids and solids, corrosive materials, infectious substances, and radioactive material. The transport, distribution, and storage of these materials is of extreme concern to the City of San Jose. The City's adopted Hazardous Materials Ordinance regulates the storage of most of these materials. The Plan recognizes the broad implications of the use of hazardous materials. The following goal and policies address the land use implications.

Hazardous Materials Goal:

Protect City residents from the risks inherent in the transport, distribution, use and storage of hazardous materials, recognizing that the use of these materials is integral to many aspects of society.

Hazardous Materials Policies:

1. The City should require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.

2. The City should support State and Federal legislation which strengthen safety requirements for the transportation of hazardous materials.

3. The City should incorporate soil and groundwater contamination analysis within the environmental review process for development proposals. When contamination is present on a site, the City should report this information to the appropriate agencies that regulate the cleanup of toxic contamination.

4. Development located within areas containing naturally occurring asbestos should be required to mitigate any potential impacts associated with grading or other subsurface excavation.

Hazardous Waste Management

The transport, distribution, storage and disposal of hazardous waste is of concern to the City of San Jose. The Plan recognizes the broad implications of managing the waste of hazardous materials. State legislation enacted in 1986 (AB 2948-Tanner) established a process for analyzing the hazardous waste stream and determining the need for facilities to manage the treatment, storage and disposal of hazardous waste. The Santa Clara County Hazardous Waste Management Plan (revised, July 1991) was drafted to meet these legislative requirements and is, by this reference, incorporated into the San Jose 2020 General Plan with the exception of Chapters 10 and 12. Appendix G of the Plan identifies the specific criteria for siting hazardous waste management facilities.

The following goals and policies pertain to the management of hazardous wastes and siting of hazardous waste management facilities.

Hazardous Waste Management Goals:

1. To protect public health, safety, and the environment, whenever feasible, by reducing or eliminating the generation of hazardous waste as expeditiously as possible through the adoption and implementation of a hierarchy of hazardous waste management priorities by hazardous

waste generators. The hazardous waste management hierarchy emphasizes the importance of preventing pollution by giving primacy to reducing hazardous waste at the source of generation. The hierarchy requires source reduction and recycling particularly as alternatives to land disposal whenever feasible.

2. To site only those facilities which are necessary to safely, economically and responsibly manage the hazardous waste needs of the County of Santa Clara.

Hazardous Waste Management Policies:

1. All proposals to site a hazardous waste management facility shall assure compatibility with neighboring land uses and be consistent with the siting criteria established in the County Hazardous Waste Management Plan (CHWMP) and this Plan. Where the two conflict, this Plan shall govern.

2. Areas designated for industrial uses may be appropriate for hazardous waste transfer/processing stations if, during the development review process, it is determined that such a use would be compatible with existing and planned land uses in the vicinity of the site and would meet the siting criteria established in the CHWMP and this Plan.

3. All proposals for new and expanded hazardous waste management facilities must provide adequate mitigation for identified environmental impacts.

4. A risk assessment shall be conducted as part of the environmental review process at the time a site-specific proposal for a hazardous waste facility is submitted to the City. This assessment should identify health, safety and environmental factors that may be unique to the site as well as to the types of waste to be managed. It should include an analysis of the potential for accidental and cumulative health and environmental impacts resulting from the proposed facility.

5. All proposals for hazardous waste facilities shall be consistent with the plans and policies of air and water quality regulatory agencies (i.e. Air Quality Management District, and the Regional Water Quality Control Board and this City).

6. Transportation of hazardous waste from the point of origin to the appropriate hazardous waste management facility shall be by the most direct legal route, utilizing state or interstate highways whenever feasible, and shall minimize distances along residential and other non-industrial frontages to the fullest extent feasible.

7. As part of the permitting process, transportation routes to and from hazardous waste facilities shall be designated by the City in order to minimize negative impacts on surrounding land uses.

8. Hazardous waste management facilities shall, where feasible, be located at sites which minimize the risks associated with the transportation of hazardous waste. Given their need for larger land areas and need to avoid incompatibility with surrounding urban land uses, residuals repositories (waste disposal facilities) may be located farther from waste generation sources than other types of hazardous waste facilities.

9. Proper storage and disposal of hazardous wastes shall be required to prevent leaks, explosions, fires, or the escape of harmful gases, and to prevent materials from combining to form hazardous substances and wastes. ■

V. LAND USE/ TRANSPORTATION DIAGRAM

While the Land Use/Transportation Diagram is most visibly and easily identified as the General Plan, it is only a part of the General Plan. The Land Use/Transportation Diagram gives geographic reference and a spatial context to the goals and policies of the General Plan. The Diagram also illustrates the inextricable link between land uses and the transportation network.

This section begins with a discussion of four key areas of San Jose, the Downtown Core Area, the Golden Triangle Area, the Intensification Corridors and the Housing Initiative Area. In addition, this section amplifies the meaning of the various land use and transportation designations which appear on the Diagram. It also includes the Discretionary Alternate Use Policies which define cases in which uses other than those designated on the Land Use/Transportation Diagram may conform to the General Plan. The Scenic Routes and Trails Diagram is an integral part of the General Plan but is included in the text and separated from the Land Use/ Transportation Diagram for ease of understanding. This Diagram shows Landscaped Throughways, Rural Scenic Corridors and Trails and Pathway Corridors which are discussed in the Scenic Routes and Trails and Pathways goals and policies. ■

SPECIAL STRATEGY AREAS

Downtown Core and Frame Areas

The "downtown" of a city is traditionally a major center for employment and commercial activities, often supported by high density housing. It is also the city's central location for cultural and recreational activities, a place where people can meet and satisfy the human desire for social interaction. An established downtown serves as a focal point for business and vacation travelers and thus improves a city's economic and cultural image. The difference between a suburban community and a great city can be distinguished by the presence of a vital downtown.

In San Jose, the City's Downtown Revitalization Strategy establishes a long-term commitment to development of a downtown urban environment where the highest social, cultural and economic achievements of city dwellers can find expression. The Downtown Revitalization Strategy is intended to revitalize San Jose as a whole by promoting new investment and business opportunities and renewing older businesses. In order to realize the aims of the Revitalization Strategy, future downtown development in San Jose is directed by the Downtown Strategy Plan.

The Downtown Strategy Plan guides development in the Downtown Core and Frame Areas through the year 2010. The major goals of the Strategy Plan include: attracting new retail development as well as retaining existing retail downtown, emphasizing the need for downtown housing, developing corporate office headquarters downtown, continuing to locate major hotel development in the downtown, and providing downtown civic and cultural facilities. Integrating the adjacent San Jose State University community within the downtown fabric is also an integral element of the Downtown Strategy Plan.

The Downtown Strategy Plan concentrates on the core of the central business district and the neighborhoods that frame it. The Downtown Core Area is bounded by Julian Street to the north, 4th Street to the east, State Route 280 to the south, and State Route 87 to the west. The Core is a fairly compact area, approximately one mile north to south and about three-fourths of a mile east to west. The Frame Area is generally bounded by Taylor Street to the north, 11th Street to the east, Keyes/Willow Streets to the south and the Southern Pacific Railroad tracks/The Alameda to the west. Map 3 depicts both the Core and Frame Areas.

The Downtown Core is a primary employment center in the region, especially for financial institutions, insurance companies, government offices, service functions, and businesses related to conventions. The Downtown Frame consists mainly of close-in neighborhoods that vary ethnically, economically, and socially. The Core is linked to the rest of the City by major streets that run through the Frame.

The Downtown Strategy Plan continues the revitalization of San Jose's Downtown Core Area that was begun in the last decade. Creating new development opportunities and additional jobs, expanding cultural, convention, and entertainment activities, and reinforcing the strong urban image and identity established for the San Jose Metropolitan Area contribute to this continued revitalization effort. Downtown San Jose should provide a source of identity to the community and a nucleus for various community activities. It should also be an attractive place where people want to go and to which they have convenient access. Downtown San Jose should continue to be developed on a human scale with an environment which places the highest value on people.

To reach these goals, the City's Downtown Strategy Plan identifies a development strategy which is economically and physically realistic and which encourages significant private investments with public assistance where appropriate. Development standards for downtown encourage pedestrian use and conversely discourage automobile-oriented uses. High-rise development in the downtown creates a dramatic skyline for the City, making downtown a destination rather than a through corridor for traffic trips; thus, urban design policies favor downtown as the location for high-rise office and residential development. Whenever possible and appropriate, mixed use development incorporating a commercial, office, residential mix is encouraged in the Downtown Core and Frame areas.

New office development provides the base of economic support for retail business and housing in and around the downtown. Sites designated for future corporate headquarters take advantage of amenities such as the Guadalupe River Park, the Convention Center, the San Jose Arena, the Retail Pavilion and Plaza Park. Attracting corporate headquarters in the downtown is an important goal of the Downtown Strategy because it helps to establish the downtown as the capital of Silicon Valley. The primary locations for new office development will be in the downtown redevelopment areas, particularly in the San Antonio Project Area; however, infill office development is expected to occur throughout the Downtown Core Area.

The Downtown Revitalization Strategy does not envision the Core Area to develop as a traditional downtown regional shopping center because the area is already surrounded by eight regional commercial centers within a seven mile radius. The intent of the retail strategy for the downtown is to develop new businesses while retaining existing ones. The Downtown Strategy Plan recognizes that retail business is central to the downtown's function and image. The Plan calls for the creation of new opportunities for retail development that will attract more people downtown and revitalize existing retail establishments. The downtown retail market is well-suited to accommodate restaurant, entertainment, specialty and convenience center uses designed to serve employees and visitors to office, university, and entertainment centers.

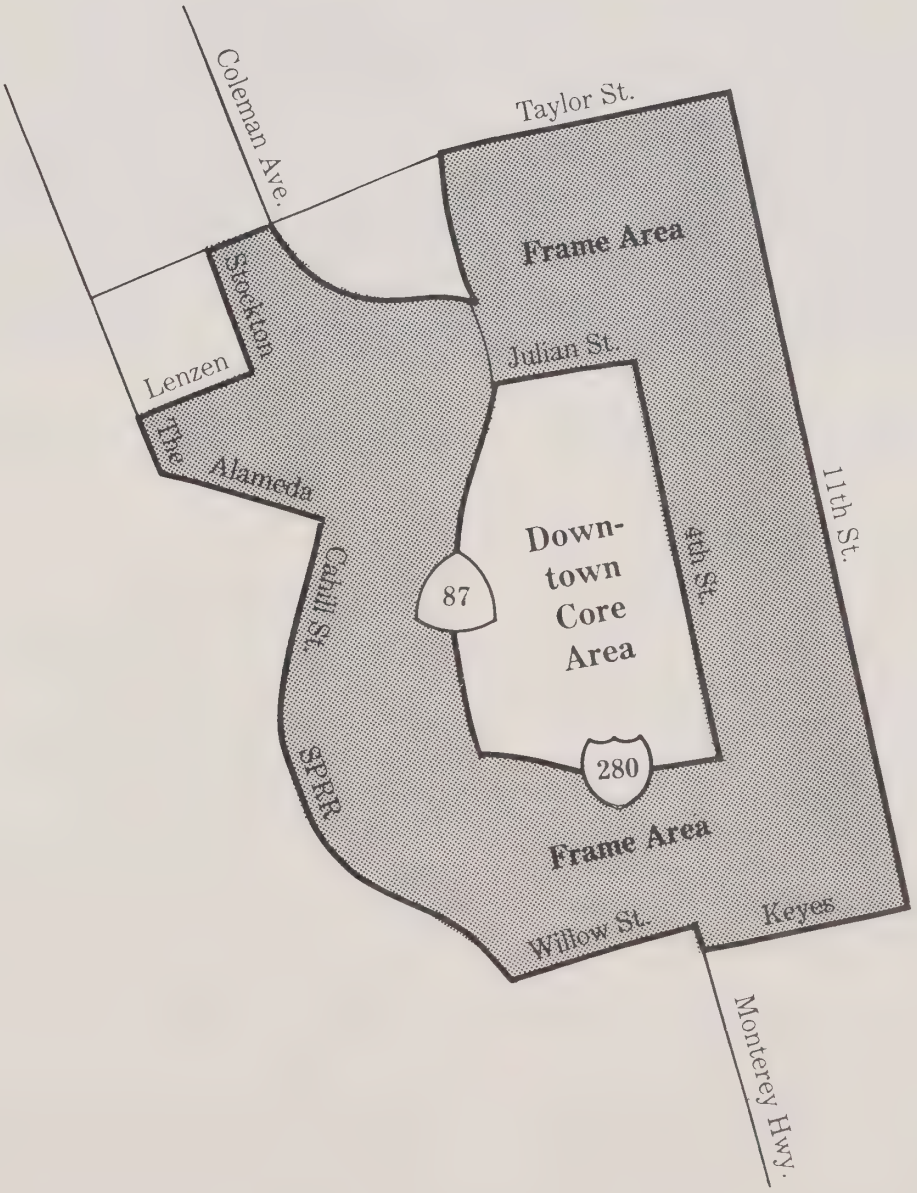
Residential development in the downtown will play a major role in the long range redevelopment of the Core Area. A residential population in the downtown is essential to promote the concept of a "24-hour" downtown that retains its vitality after the workday hours. The long-term success of the downtown depends on the availability of diverse housing to meet community needs. Residential high-rise development at high densities is encouraged in the downtown wherever possible. Preserving the scale and character of outlying area, is also essential to the Downtown Strategy Plan. Since the downtown already has a disproportionate share of lower income and subsidized housing relative to the remainder of the City, such uses are discouraged from locating in the downtown. The Downtown Strategy Plan identifies specific clusters of sites for housing or mixed uses; however, other locations within downtown may also be suitable for housing.

A wide variety of entertainment activities are also vital to the "24-hour" downtown. Certain entertainment uses (including nightclubs, dance halls, and comedy clubs) may be incompatible with residential development and may benefit from being located in close proximity to one another. Specified entertainment activities should be located within the Downtown Core Area on sites designated Core Area Commercial provided that such uses do not adversely impact existing or planned residential uses or conflict with other General Plan goals and policies.

The provision of cultural facilities within a concentrated area is deemed as critical to the overall downtown redevelopment effort as is residential development. The Children's Discovery Museum, the Technology Museum, and other public uses adjacent to the Guadalupe River Park create a nucleus for urban commerce and culture. Areas designated General Commercial along major corridors of the Frame Area are planned for commercial uses that support the Downtown Core Area. Uses envisioned for these areas include hotel, motel and other commercial uses supportive of the Downtown Revitalization Strategy. An expanded convention center will provide support for cultural facilities and will, in turn, be supported by high quality hotel facilities. Commercial land use policies favor downtown as the location for major hotel development.

Many of the older buildings in the downtown reflect the culture and history from which the downtown was born. Consistent with City historic preservation policies, future development must be sensitive to the historic character of these structures and should be designed to enhance these important reminders of the City's past. Where practical, cohesive districts of historically significant structures should be formed to preserve the historic fabric of the area; and, whenever possible, individual structures should be preserved and integrated into future development. The Downtown Strategy Plan identifies a distinct historic and cultural district in the area surrounding the Fallon House on St. John Street.

Map 3 Downtown: Core Area and Frame Area Boundaries



Source: Department of City Planning and Building

Planning for open space in the downtown is based on an urban park concept, utilizing streetscape design along major vehicular and pedestrian corridors to link landscaped open spaces, paseos and the Guadalupe River. Street improvements to facilitate pedestrian traffic are emphasized. A gateway design treatment is planned to signify arrival at major entry points into the downtown.

The circulation concept for the Downtown Core is based upon reducing through-traffic, encouraging pedestrian activity, and providing long-term peripheral parking lots that will divert traffic from high activity areas. Downtown serves as the hub for the County's bus and light rail transit systems. Traffic congestion problems in the downtown will continue to exist, however, due to the intensified land use that accompanies major city centers. Since the downtown area has unique traffic circulation problems and opportunities, the Downtown Core Area is exempted from the City's Transportation Level of service policy.

Intensification Corridors

Intensification Corridors are areas designated by the City as generally suitable for higher residential densities, for more intensive non-residential uses, and for mixed uses; these corridors are centered along existing or planned light rail transit (LRT) lines and/or major bus routes. Intensification Corridor boundaries are not precisely defined but, in general, particularly during the early stage of intensification, the corridors are intended to include properties within approximately 500 feet of the right-of-way of the corridor's central transportation facility. The planned LRT lines include those contained in the County's T2010 Transportation Plan. The County is conducting a series of land use and other studies along the planned LRT lines. The City will use this information in its future planning efforts to ensure that transit use and land use patterns support each other. The general purpose of the Intensification Corridors is to acknowledge the natural tendency toward development intensification in prime urban areas and to channel that development into areas where the intensified uses and public transit will be mutually supportive and will help create vibrant pedestrian oriented neighborhoods.

As the City of San Jose continues to mature and develop, it must make the most of the limited resources it has available to provide the housing and urban services necessary to accommodate the City's anticipated growth. The City must also seek to preserve its natural amenities, such as open space, and to reduce the potentially adverse impacts of growth on air quality and traffic congestion in order to maintain a high quality of life. An important method for accomplishing these goals is to encourage higher than average intensities of development near major transportation facilities, especially light rail lines, within the City's existing Urban Service Area. Rail facilities and major bus routes form the framework of the Intensification Corridors.

The Intensification Corridors are important means for the City to achieve key General Plan objectives including vigorous economic growth, more affordable housing opportunities, shelter for a growing population, increased transportation capacity through increased transit use, efficient delivery of urban services, and a solid fiscal base for the City. Development along the Intensification Corridors will help support the revitalization of Downtown by making it easier for new residents to work, shop or seek entertainment Downtown. New economic development is also encouraged along the Intensification Corridors to support new residential development and provide new job opportunities. Intensification can also help preserve open space by using land more efficiently and reducing the pressure to develop existing open space.

The Land Use/Transportation Diagram lists five key Intensification Corridors where higher intensities of development are encouraged consistent with the goals and policies of the

General Plan. These Intensification Corridors are described below.

Guadalupe Corridor

The Guadalupe Corridor is the first light rail transit line completed in the County. It consists of 20 miles of rail and a series of stations extending from Tasman Drive in the North San Jose/Santa Clara industrial area south along North First Street to the Downtown transit mall continuing south along Highways 87 and 85 to its southernmost stations located at the intersection of Coleman Avenue and Winfield Boulevard near the intersection of Miyuki Drive and Santa Teresa Boulevard in the Edenvale industrial area. The Guadalupe Corridor is part of a multi-modal transportation system which combines light rail with a freeway and incorporates bicycle lanes along portions of its right-of-way. The light rail lines of this corridor are planned to be extended to the east and west along Tasman Drive to link the cities of Milpitas (east) and Sunnyvale and Mountain View (west). The City has already established a strategy for intensifying this corridor through the Housing Initiative process.

Stevens Creek Boulevard/West San Carlos Street

The Stevens Creek Boulevard/West San Carlos Street Corridor is centered on a planned light rail line that would link western San Jose with the Downtown and central San Jose. This Intensification Corridor extends along Stevens Creek/West San Carlos from Stern Drive in the west (near I-280) to Los Gatos Creek to the east. Market driven pressures for greater intensification have already been experienced along this corridor.

Santa Clara Street/Alum Rock Avenue

The Santa Clara Street/Alum Rock Avenue Corridor also includes a planned light rail line. This corridor will link a portion of eastern San Jose to Downtown and central San Jose. As Downtown continues to redevelop and intensify, this corridor will experience greater demand for intensification and will provide opportunities to reuse older commercial and residential sites.

Winchester Boulevard

The Winchester Boulevard Corridor is the shortest Intensification Corridor and is not

centered along a light rail line. However, it intersects the Stevens Creek Boulevard/West San Carlos Street Corridor and is linked to it by a major bus route. This corridor provides some significant reuse and intensification opportunities between Stevens Creek Boulevard to the north and Hamilton Avenue to the south.

Capitol Avenue/Expressway

The Capitol Avenue/Expressway Corridor is structured around a future light rail line and would ultimately link large portions of eastern San Jose with Downtown and central San Jose. This corridor contains many vacant or underutilized sites suitable for more intensive uses. Intensification within this corridor, however, is expected to occur more slowly than in the other Intensification Corridors; increased residential development along this corridor is more likely to create traffic congestion that will not be completely mitigated by the light rail facility given current transit use projections. Intensification along this corridor will occur as sufficient transportation system capacity can be identified consistent with City Transportation Level of service policies.

Evolution of Intensification

The process of intensification is expected to be gradual and the character of the land uses along the Intensification Corridors will evolve over time. The pace of this change will depend on the timing of light rail planning and construction. For example, since the Guadalupe Corridor LRT system is complete, the intensification process has already begun and is likely to develop sooner than in the other corridors.

In general, however, the process of intensification is expected to begin slowly and to proceed in stages or levels. The earliest stage of intensification has already begun. During this stage, as well as for succeeding ones, all development is expected to take an urban form, for instance no front setbacks and buildings of at least two or three stories, to help create a pedestrian and transit-oriented urban environment. Plazas, loggias, and other outdoor or street design features that encourage pedestrian activity are also appropriate. The conventional suburban shopping center form - large setbacks and single story buildings surrounded by parking lots - is inappropriate on sites adjacent to the central transportation facility of the corridor. General Plan amendments or the use of appropriate Discretionary Alternate Use Policies are encouraged to permit mixed use and residential development in the 25-40 DU/AC range on specific sites within the Intensification Corridors.

The second level of the intensification process will begin with the completion of construction plans for the LRT and the scheduling of construction. As station locations are identified, General Plan policies allowing higher densities and building heights within 2000 feet of a rail station will become applicable for sites as will the Transit Corridor High Density Residential (12+ DU/AC) land use designation. Intense mixed use development to support the LRT stations and the pedestrian environment of the corridors is strongly encouraged. The Housing Initiative process (see the Subsection of that name below), which was used so effectively for the Guadalupe Corridor, could be used to identify and evaluate potential intensification sites and to establish a strategy for promoting intensified development.

The third level of intensification would be defined by a specific plan or master plan to be prepared when the LRT plans are completed. Specific plans or master plans can address entire Intensification Corridors or portions of these corridors. Such plans would define the "shape," level and character of appropriate intensification and would identify the service needs of the future occupants of the Intensification Corridor as well as analyze the potential effects on existing residents near the corridors. The specific or master plan process could also consider the creation of an area development policy to establish special traffic level-of-

service (LOS) standards and to identify appropriate mitigations.

Development Parameters

Although the evolution of intensification may vary for each Intensification Corridor, certain development parameters will be common to all of them. For instance, the timing of intensification will be limited in part by the ability of the transportation system to support additional development. Development within the Intensification Corridors, as development elsewhere, must be consistent with the transportation level of service (LOS) policies of the General Plan. The planning and development of substantial intensification areas will have to be coordinated with the planning, budgeting, and development of the new LRT facilities as well as any other transportation facilities required for mitigation.

The process of intensification should also consider the potential effects of intensification on existing neighborhoods and adjacent uses. Levels of intensification within the Intensification Corridors may need to be limited to avoid inappropriate impacts on adjacent uses. Intensification Corridor development adjacent to established single-family neighborhoods should maintain height, setback and use characteristics consistent with the Residential Design Guidelines and the Commercial Design Guidelines to help maintain the character of these neighborhoods. For sites which are located in segments of a corridor where the effective width is narrow and which are adjacent to a residential neighborhood, densities above 25 dwelling units per acre and buildings higher than two stories may be inappropriate. The scale of intensification should be kept inviting to create an attractive pedestrian ambiance that will draw people from both within and without the Intensification Corridors.

The Golden Triangle Area

An underlying philosophy of the City's planning program and of this General Plan is that land use planning and transportation planning must be closely integrated. The transportation network links residential areas to commercial and industrial centers. The General Plan integrates the land use and transportation elements into one cohesive policy for the City of San Jose. It is the intent of the Plan that planned land uses and the transportation network are balanced.

The Golden Triangle Area of San Jose, consisting of the North San Jose, Alviso and Berryessa Planning Areas is a unique sub-area of the City from both land use and transportation perspectives. Currently, the majority of the area is devoted to or planned for industrial activities. Three major transportation corridors (Routes 237, 101, and 880) pass through North San Jose, carrying workers from San Jose's southern residential areas to the employment centers of Downtown and North San Jose and to the northern cities of Santa Clara County. This has contributed to severe traffic congestion throughout the northern portion of the County by exacerbating the prevailing regional commute pattern. More than in other parts of San Jose, achieving a balance between land use and transportation in North San Jose is dependent on regional, interjurisdictional solutions because the causes of traffic congestion problems cross city boundaries.

To resolve the transportation concerns, a multi-jurisdictional "Golden Triangle" Task Force was established in 1985. The goal of the Task Force was to improve the balance of employment densities, housing supply, and transportation infrastructure in the Golden Triangle Area, recognizing that an integrated land use and transportation strategy was the most realistic approach. The Golden Triangle Area includes the entire jurisdictions of Milpitas, Santa Clara, Sunnyvale, Mountain View and Palo Alto, and portions of Santa Clara County as well as the North San Jose, Alviso and Berryessa Planning Areas of San Jose. The Task Force consisted of representatives from the

five cities, the County of Santa Clara, and the Santa Clara Manufacturing Group.

The Task Force identified several innovative solutions to address the land use and transportation concerns. In June 1987, the Task Force supported a four-point strategy which was adopted in concept by most of the participating Golden Triangle cities. The four-point strategy included:

- Transportation Demand Management (TDM) techniques which contribute to the reduction of the number of single occupancy vehicles on the roadway system during the peak travel period. TDM techniques include ride sharing and alternative transportation modes such as riding public transit or bicycles and walking.

- Capital improvements which augment the transportation infrastructure within the Golden Triangle Area. Innovative revenue sources are being developed to fund high priority road and transit projects.

- Growth management policies which control development within the Golden Triangle including a policy establishing a 0.35 Floor Area Ratio (FAR) limit for non-residential construction and a Transportation Level of service policy for local streets.

- Housing construction within the Golden Triangle which brings residents closer to job centers and reduces cross-County commutes. The additional housing units are expected to help support the anticipated employment growth.

This four-point strategy is consistent with and supported by existing General Plan Goals and Policies. These measures to improve traffic levels of service directly implement the Growth Management Strategy and indirectly support the Economic Development Strategy by removing a barrier to industrial development and employment growth.

The Golden Triangle Task Force presented an opportunity for San Jose to work with neighboring cities on the regional transportation problem. The major concepts of the strategy developed by the members of the Golden Triangle Task Force will be furthered through San Jose's participation in the Santa Clara County Congestion Management Program, first adopted in 1991. By continuing to work together, participating cities are implementing solutions for the benefit of all.

Housing Initiative Area

The San Jose 2020 General Plan guides new housing development to urban, infill locations. Building upon the strong policy framework contained in the Plan, the Housing Initiative promotes the production of high density housing and supportive mixed uses in close proximity to public transit corridors. This innovative and proactive program focuses on a portion of the Guadalupe Intensification Corridor from Highway 101 to Cottle Road and Coleman Avenue, the Downtown Core and Frame area, and two major arterial streets radiating from Downtown.

The objectives of the Housing Initiative program are to: produce high density housing for all income levels, encourage public transit use, locate housing near job centers, optimize the service capacity of existing infrastructure, and encourage more efficient use and reuse of land.

As part of the Housing Initiative, consultants completed a three phase study of the potential for high density housing in the study area. These phases included: Land Use Evaluation, Market Study and Financial Feasibility Analysis. The consultants concluded that San Jose has land within the study area to accommodate significant development of high density and mixed use projects on vacant and underutilized sites. The study identified 386 acres which could yield up to 10,000 units above existing General Plan designations in

1990. The study also includes a strategy for considering additional sites within the study area for high density development. Based on a thorough examination of demographic trends, a market demand of up to 9,400 high density housing units is projected through the year 2000 within the Housing Initiative area. Additional demand is also likely to be substantial in this area up to the year 2020 as discussed in the Intensification Corridors Special Strategy Area.

The Housing Initiative Study was completed in 1990 after extensive public review and was unanimously approved by the City Council in April of 1991. The City Council adopted a set of recommendations suggested by the consultants to further encourage the production of high density housing and supportive mixed uses near transit. These actions preserve housing opportunities by amending the General Plan, completing master land use plans, and rezoning certain sites to be consistent with the new land use designations. Other recommendations include promoting development incentives, studying parking requirements and completing additional studies. The results of the Housing Initiative program are encouraging private sector interest in developing high density housing and mixed use projects for sites located near transit. The completion of master plans and specific plans also facilitates development for strategic infill locations near transit. The multi-faceted approach of the Housing Initiative provides an important policy direction for the actual construction of high density housing near transit. ■

LAND USE DIAGRAM

The planned land uses for all property within the City's Sphere of Influence are depicted on the Land Use/Transportation Diagram. The official copy of the Land Use/Transportation Diagram is maintained on file in the Department of City Planning. The land use designations reflect the goals and policies of the General Plan.

The basic land use for a given parcel of land is determined by referring to the Land Use/Transportation Diagram. In some cases, however, policies such as the Discretionary Alternate Use Policies (see Section of that name) define conditions under which a land use or a density other than that designated on the Diagram may be allowed. Since parcels of two acres and less in size may be too small to be separately identified on a map of the scale of the official Land Use/Transportation Diagram, any developed parcel of two acres or less is deemed to be in conformance with the General Plan regardless of how it is designated. For the purpose of the General Plan, a developed parcel is defined as one which has an existing urban land use. (This does not include "improved" parcels which have been prepared for development with utilities and grading but which are still vacant.) The status of existing legal non-conforming uses with regard to zoning is not affected by the General Plan Land Use designation.

For properties in single ownership that have multiple urban land use designations, the boundary between designations may be an undulating or "wavy" line. When such a boundary occurs on the Land Use/Transportation Diagram it means that some flexibility will be allowed in the location of the designated uses and that the area of each affected land use designation may vary by 20%. The exact location and extent of any land use depicted in such a fashion must be established through the Planned Development zoning process.

Also depicted on the Land Use/Transportation Diagram is the Urban Service Area (USA) boundary. The USA boundary delimits the area in the City where urban development requiring City services should be located. This boundary may not always coincide with the line of demarcation between urban and non-urban land use designations for three reasons. The USA boundary may sometimes be found beyond the extent of planned urban uses because Local Agency Formation Commission policies require boundaries to follow property lines or lines of assessment. Secondly, urban land use designations may be found outside the USA boundary, indicating that the Urban Service Area may be expanded in the future when adequate services and facilities are available for property expected to urbanize before the year 2020. Thirdly, property within the Urban Service Area at the edge of the Valley Floor may have, in whole or in part, a designation of Non-Urban Hillside. For these properties, the potential for urban development is based on the net acreage below the fifteen percent slope line and on environmental or other constraints that could affect development densities.

The density or intensity of development allowed by the various land use categories described below are based on net acreage. Net acreage is defined as the area of land available for development after deducting the land area necessary for streets, sidewalks, and other public uses such as flood control easements. The densities expected in the residential land use categories (or other categories that allow residential development) are generally expressed as dwelling units per net acre (DU/AC). The intensity of development (or amount of building area) expected in the commercial and industrial land use designations is expressed as a Floor Area Ratio (FAR) - the ratio of building floor area to the total site area. For example, a building with 25,000 square feet of floor area located on a 100,000 square foot site would have an FAR of 0.25. In addition to FARs, potential employment densities are identified for some commercial and industrial land use categories to describe possible development intensities.

Residential

Each residential land use category below describes the maximum dwelling unit density or minimum/maximum density range allowed by that category. Population densities (persons per acre) expected under each residential land use category can be determined by multiplying its density or density range by the average household size of San Jose as identified in the 1990 Census - 3.08 persons per household. For example, the Medium Density Residential land use category allows a density of 8 DU/AC which would yield a population density of 24.64 persons per acre. This population density is characteristic of most single-family neighborhoods in San Jose.

The standards for residential development are addressed in the Urban Design Subsection (see the Goals and Policies Chapter, Community Development Section, Urban Design Subsection), the Hillside Development Subsection (see the Goals and Policies Chapter, Community Development Section, Hillside Development Subsection), and in the City's Zoning Code and Design Guidelines.

The densities set forth for the single-family residential categories (eight units per acre and less) represent the maximum allowable density in the areas where the designation applies. No

minimum density is intended to apply to these categories. Densities which are less than those designated may be more appropriate in some areas, due to environmental hazards, resource conservation concerns or the need to achieve compatibility with existing land use patterns. For the multiple-family residential categories (greater than eight units per acre), however, the range sets forth both a minimum and a maximum allowable density. This is intended to ensure a sufficient supply of housing to efficiently accommodate future population growth within the Urban Service Area.

A "transfer of densities" may be allowed within a contiguous area for which more than one residential density category is designated. Such a density transfer may be approved only under a specific development plan for the entire property and only if the total number of dwelling units proposed would otherwise be allowed by the density ranges applicable to the property. In other words, it might be possible to "rearrange" the densities applicable to a given portion of a property, if the total number of units allowed on the entire property is not increased. The transfer of allowable residential density for properties at the edge of the Valley Floor is permitted only downhill and below the fifteen percent slope line.

In addition to the standard dwelling unit types, this Plan recognizes the need for non- traditional residential uses such as Single Room Occupancy (SRO) Living Unit Facilities, guesthouses and residential care and service facilities. Each of these housing types are permitted through the Conditional Use Permit process. The SROs and guesthouses typically provide housing for Very Low Income households and the residential care and service facilities provide housing for certain special populations requiring various in-house support services. Guesthouses and residential care and service facilities provide common sanitation facilities, but not necessarily dining/kitchen facilities, for persons occupying individual rooms either singly or in small groups. These residential uses are appropriate on lands designated High Density Residential (12-25 DU/AC) or on land designated for higher residential densities. This type of housing has limited impacts on most urban services but can be very people intensive and is, therefore, subject to the density limitations of the residential land use category in which it is located as qualified by Discretionary Alternate Use Policy Number 9 (Population-Dwelling Unit Equivalency). These residential uses should be compatible with adjacent land uses and should also be distributed throughout the City and not concentrated in the Downtown Core and Frame Areas.

SRO Living Unit Facilities provide only minimal or shared sanitation and kitchen facilities for each one or two person household occupying small, one room units. SRO Living Unit Facilities may be allowed on lands designated High Density Residential (12-25 DU/AC), or on lands designated for higher residential densities. This type of housing requires a management plan to be approved by the Housing Department and typically has fewer impacts per unit on City services (such as the transportation system) than traditional housing types, therefore, it is not subject to the residential density limits described below. The number of SRO rooms or "units" should be limited to the number that can be reasonably accommodated on a proposed site while remaining compatible with the intensity, scale, design, character and viability of adjacent land uses, and consistent with the level of service policies adopted by the City Council. These uses should be located along or near major transportation corridors, including light rail, to provide easy access to employment and services but they should not be concentrated in the Downtown Core and Frame Areas.

Rural Residential: 0.2 Dwelling Units Per Acre

This is the least intensive category of residential use and is planned for some of the peripheral areas of San Jose. This land use category would

be represented by single-family dwellings on lots averaging five acres in size.

This form of development is non-urban. It is not expected that urban services would be extended to these areas within the time frame of this Plan, except for the emergency services which must be provided within all of the City's corporate limits. In the foothill areas where it is applied, this density is intended to help mitigate the geologic conditions which would be associated with a more urban development.

This category differs from the Urban Hillside category in that it can apply to lands below the 15% slope line and to areas not planned for the eventual extension of urban services.
To the extent allowable under County health regulations, certain agricultural uses are appropriate in areas designated as rural residential.

Estate Residential: l Dwelling Unit Per Acre

This category, like the Rural Residential category, is planned for areas which are not suited for a more intensive form of development because of topography or geologic conditions as well as urban service limitations.

On such designated lands where topography is not limiting, the representative form of development would be single-family homes on lots that average one acre in size. For properties so designated that are situated in steeper hillside settings, clustering of units and utilization of other hillside development techniques are anticipated and encouraged.

Since this designation is planned at the urban/non-urban interface, the type and level of services required to support future developments in this category is expected to be less than that required for strictly urban land uses. Projects that minimize the demand for urban services and provide major funding for construction of needed service facilities would be appropriate.

Because of the urban service and land capability (topographic and geologic) concerns that are associated with the Estate Residential designation, development within this category should be approved only under Planned Development zoning.

Low Density Residential: 2 Dwelling Units Per Acre

This land use category is typified by half-acre residential lots. In areas planned for this density the designation is based upon topographical and/or geologic considerations. In Almaden, this designation also applies generally to areas near creeks, which are subject to ground failure from liquefaction and where, therefore, higher densities are not appropriate. On a given parcel, sufficient unaffected area may be found to sustain a density of two units per acre. In the foothills of Alum Rock and Berryessa, this density is based on the need to limit development due to the potential for landsliding and soil creep.

Medium Low Density Residential: 5 Dwelling Units Per Acre

This density is typified by 8,000 square foot lots. This density category responds both to the need for slightly larger than normal lots to prevent excessive grading on slopes between five and fifteen percent and to the need to provide a variety of lot and house sizes within the City. This density is found throughout the Almaden Valley and eastern Evergreen, and in the foothill areas of Edenvale, Alum Rock and Berryessa.

Medium Density Residential: 8 Dwelling Units Per Acre

This density is typified by the 6,000 square foot subdivision lot which is prevalent in San Jose. It is characteristic of many residential neighborhoods, and is the density at which the majority of San Jose's single-family housing has been built. Smaller-lot, detached patio homes and single-family attached residences are also appropriate in this category.

Medium High Density Residential: 8-16 Dwelling Units Per Acre

This density is typified by patio homes, townhouses and duplexes. Since the Land Use/Transportation Diagram designates density rather than housing types, it would also allow a mixture of single family and apartment units, subject to overall density limits. It is generally located on the edges of single-family neighborhoods and other infill sites. In some cases, it has been planned as a transition between higher intensity uses (e.g., shopping centers or apartment complexes) and single-family neighborhoods.

High Density Residential: 12-25 Dwelling Units Per Acre

This density is typified by two-story apartments and condominiums with surface parking, although structures of greater height with compensating amounts of open space would be possible. High density residential uses are planned primarily for locations on major streets and near major activity centers.

Very High Density Residential: 25-40 Dwelling Units Per Acre

This density is typified by three-story apartments or condominiums over parking. This density is planned primarily near the Downtown Core Area, near commercial centers with ready access to freeways and/or expressways and in the vicinity of the light rail transit stations within the Intensification Corridors Special Strategy Area.

Residential Support for the Core Area:25+ Dwelling Units Per Acre

This land use designation is intended for very high density residential use (25+ Dwelling Units Per Acre) in and near the Downtown Core Area. This designation permits development with commercial uses on the first two floors, with residential use on upper floors, as well as wholly residential projects. Development within this category is intended to expand the potential for residential development in close proximity to central area jobs, and to create new consumer markets in the Downtown area.

Transit Corridor Residential: 12+ Dwelling Units Per Acre

This land use designation is intended for high and very high density residential uses within 2000 feet of passenger rail stations and in most cases should be used at densities of 20 units or more per acre. This land use category is intended to expand the potential for residential development in proximity to major public transit particularly along the City's Intensification Corridors. Under this designation, neighborhood serving commercial uses are encouraged within residential projects in areas with insufficient neighborhood commercial uses. Development under this designation should be allowed only under Planned Development zoning and should be compatible with existing neighborhoods and not impair the viability nor the character of these neighborhoods.

Because of the varied character of development found along the transit corridors within the City, two types of residential development are identified under this designation: Urban Transit Corridor Residential and Suburban Transit Corridor Residential. These categories represent the range of development allowed under the Transit Corridor Residential designation. The determination of the intensity and scale of development on specific sites should be decided at the zoning stage.

- Urban Transit Corridor Residential is intended for sites located in the Downtown Core and Frame areas or within 2,000 feet of passenger rail stations in other intensely developed areas of the City. Development should be wholly residential or allow commercial uses on the first two floors with residential uses on remaining floors and should generally exceed 45 DU/AC. This category is intended to expand the potential for residential development with convenient access to major job centers and to create new consumer markets in the appropriate areas of the City.
- Suburban Transit Corridor Residential is intended for suburban areas within 2,000 feet of passenger rail stations. Densities under this category should average 20 dwelling units or more per acre with densities below 20 DU/AC only in locations where an existing nearby low density neighborhood warrants a less intensive interface. Wholly residential projects or projects with commercial uses at street level, in conjunction with residential use on upper floors, would be permitted. Neighborhood serving commercial uses are also permitted in freestanding buildings provided that: they are zoned and built as part of a residential project; they have a clear functional and architectural relationship to the residential buildings; and, they are located along a pedestrian pathway system with convenient links to the rail station and nearby housing.

With the preparation of a specific plan, residential densities and commercial intensities may be limited to specific ranges within the scope of this designation

Urban Hillside: 1 Dwelling Unit Per 5 Acres

This land use designation is intended for most hillside areas above the fifteen percent slope line but within the Urban Service Area. Because of the geologic conditions found throughout these areas (landslides, soilcreep, earthquake faults) and the extraordinary public costs associated with hillside development, uses should be low intensity in character. These hillside areas also contain important watersheds, natural habitats, and prime percolation soil areas which should be preserved from the encroachment of urban densities. Projects developed under this designation should be designed to minimize their visibility, to enhance the open space character of the hillsides and to preserve and enhance the aesthetic qualities of the natural terrain.

Low intensity urban residential uses such as large lot estates, as well as non-urban uses, are appropriate. The maximum residential density allowed on sites with this designation is one dwelling unit per five acres (1 DU/5 AC). Lower densities may be necessary in some locations to address the geologic, environmental, visual, and public service costs mentioned above. The only exceptions to the 1DU/5AC density limit are those sites with Planned Development zonings approved by the City Council during calendar years 1990, 1991, and 1992, and the site with the approved General Plan amendment GP92-5-1. The density and location of development on these sites must conform to those approved Planned Development zonings or the approved General Plan amendment GP92-5-1, whichever is applicable. Urban Hillside lands should be located where urbanization has already partially occurred on scattered sites near the urban fringe. Urban Hillside lands should be adjacent or close to existing urban development where urban infrastructure and services (streets, utilities, etc.) are already available. Development of the Urban Hillside lands would complete the existing pattern of urbanization at the edge of the City. The Urban Hillside designation is not intended to create new areas of urbanization.

Planned Residential Community/ Planned Community

The uses allowed within this category encompass a full range of land uses considered compatible and appropriate within a specified project area.

Application of either the Planned Residential Community or Planned Community designation is intended for properties which, because of size, location or urban service conditions, require special consideration for purposes of future development. These designations are intended to provide the private development sector with a greater degree of flexibility in developing innovative projects while also incorporating special development and design objectives. While no specific minimum land area requirement is defined, properties to be considered for this designation must be of a sufficient size to provide an appropriate community environment within the City's surrounding environment.

The Planned Residential Community designation is intended for areas primarily residential in character and can include ancillary non-residential uses. The Planned Community designation is intended for areas exhibiting a greater mixture of primary land uses.

Development under either the Planned Residential Community (RPC) or Planned Community (PC) designations should be approved only under Planned Development zoning except where the full intent of the PRC or PC for the subject property and surrounding properties can be completely achieved with a conventional zoning district. Development within the Planned Residential Community/Planned Community category is subject to all other applicable General Plan policies. Development within specific land use designations will conform to the normal guidelines for those designations unless special qualifications are outlined in the specific land use plan for the Planned Residential Community/Planned Community.

Berryessa Planned Residential Community

The Berryessa Planned Residential Community was created in an effort to provide greater housing opportunities in close proximity to the employment centers of the City and the County. The primary objectives are to improve living conditions and transportation conditions citywide by shortening the commuting time between jobs and housing. Approximately 3,000 dwelling units can be accommodated in this Planned Residential Community.
The Berryessa Planned Residential Community is comprised of approximately 300 acres in northeastern San Jose adjacent to the San Jose Municipal Golf Course. It is bordered by Murphy Road on the north, Berryessa Road on the south, the San Jose Municipal Golf Course

on the west, and the Union Pacific Railroad and King Road on the east.

Provision of Public Services

The Berryessa Planned Residential Community is essentially a large-scale infill development surrounded by recreational open space, residential and industrial land uses. With a few exceptions, the existing and planned infrastructure in the area has sufficient capacity to meet the additional demand associated with this Planned Residential Community. Supporting infrastructure, such as streets and storm and sanitary sewers, will be constructed by developers in conjunction with development projects. The City should monitor service levels in these facilities, particularly in connection with development proposals, to assess areawide impacts.

In addition to the neighborhood park and municipal golf course, private open space areas should be required of new residential development, particularly in the higher density ranges.

Design Considerations

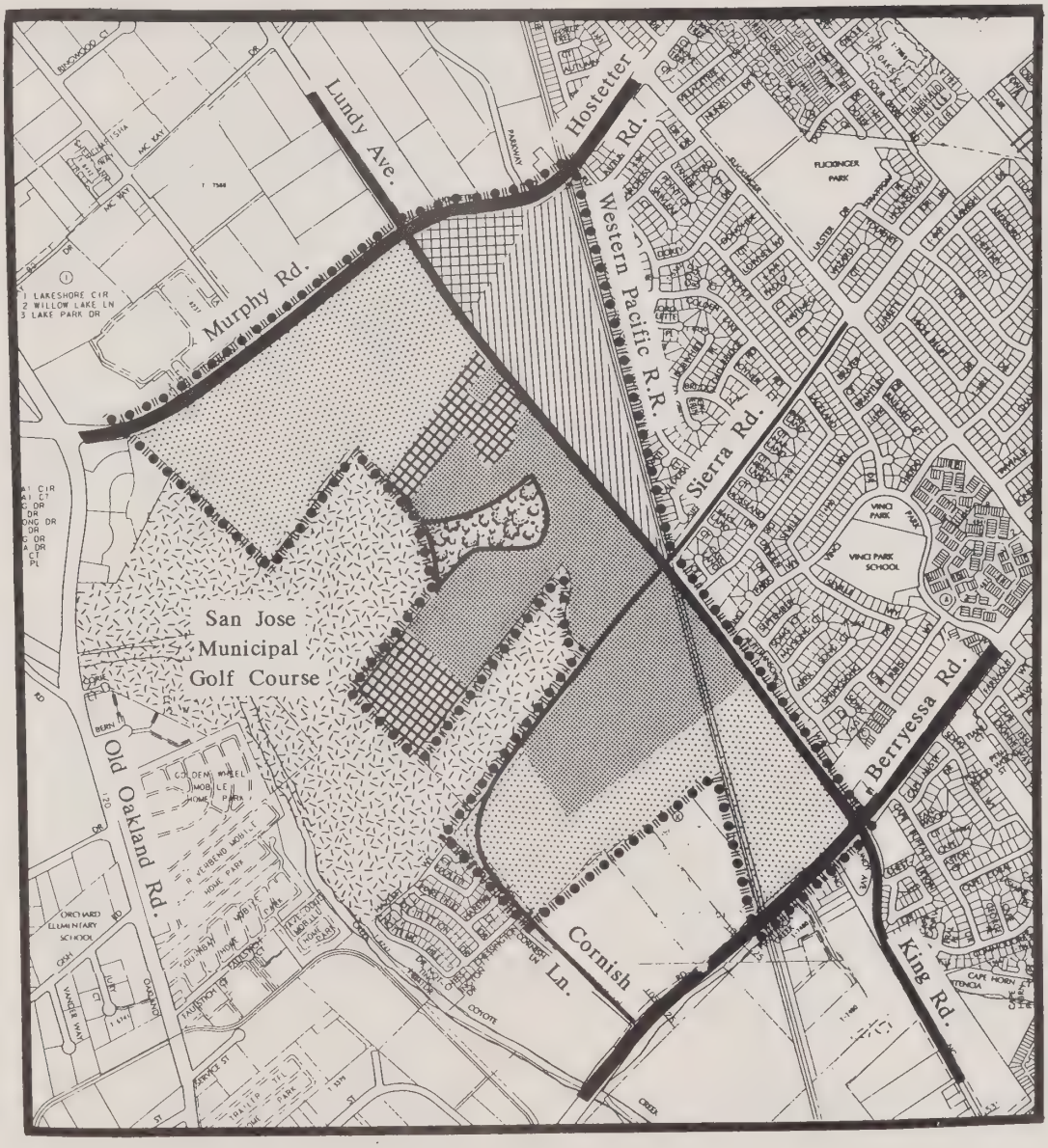
New residential and commercial development within the Planned Residential Community should incorporate a high standard of architectural and site design quality and detailing. Park frontage roads should be used extensively to provide visual access to the park and golf course. Sensitive design treatments may be necessary for many of the properties within the Planned Residential Community that have either direct frontage onto arterial streets or abut the Union Pacific Railroad tracks, or both. There are also some residential/industrial interface issues in this area. Consistent with the Noise and Urban Design policies in the General Plan, sound attenuation measures are recommended for development. The use of earth berms and landscaping along residential and non-residential interfaces are recommended for mitigation of noise and other potential environmental impacts.

Where sound attenuation walls are necessary, they should incorporate high quality construction design and landscaping and should not obstruct views of the valley floor from the public right-of-way. Where residential uses are proposed along arterial streets, only limited access will be allowed as outlined in the Transportation policies of the General Plan.

Specific Land Use Plan

The land use designations incorporated in the Berryessa Planned Residential Community include: High Density Residential (12-16 DU/AC), Medium High Density Residential (8-12 & 8-16 DU/AC), Medium Density Residential (8 DU/AC), Neighborhood/ Community Commercial, and Neighborhood Park. In the High Density Residential category, density transfers, controlled through the Planned Development zoning process, are allowed in order for properties to develop above or below the established density range as long as the projected 14 dwelling unit per acre average throughout the areas designated High Density Residential is maintained. The locations of the planned major thoroughfares and the neighborhood park within the Planned Residential Community are designated on the Specific Land Use Plan.

Map 4 **Berryessa Planned Residential Community**
Specific Land Use Plan Adopted 12-18-80



- Medium Density Residential (8 du/ac)
- Medium High Density Residential (8-12 du/ac)
- Medium High Density Residential (8-16 du/ac)
- High Density Residential (12-16 du/ac - 14 avg.)
- Public Park
- Neighborhood Community/Commercial
- Arterial (115-130' Right-of-Way)
- Arterial (80-106' Right-of-Way)
- Major Collector (60-90' Right-of-Way)
- Community Boundary

Source: Department of City Planning and Building

Silver Creek Planned Residential Community

This Planned Residential Community in the southeast area of San Jose encompasses approximately 3,100 acres of land at the northerly extension of the Silver Creek Hills. Two ridge lines are contained within this hillside projection, with the west ridge being most prominent in terms of scale, topographic relief and visibility. The easterly ridge exhibits more gently sloping characteristics and is significantly lower in elevation than the western ridge. Separating these ridges is a small valley through which Silver Creek makes its northward flow to the Santa Clara Valley floor. It is along this natural creek channel that the most significant tree growth is encountered within the area. Above this waterway habitat, the hillside areas are vegetated with annual grasses and sparsely dotted with shrubs and trees.

Plan Objectives

The rural setting of this planned residential area, surrounded on three sides by developed urban uses, presents a unique opportunity to create a low density suburban community within close proximity to the fully urbanized city. The plan utilizes primarily the lowest density residential land use categories, locating the various densities according to the ability of the topography to support development.

This Planned Residential Community is intended to provide a special opportunity for the private sector to incorporate innovative design concepts in the development of a high-quality suburban residential community. As such, the consideration of quality in both site and architectural design and construction will be central to the review of development applications in this area.

Provision of Public Services

While the overall character of the Silver Creek Planned Residential Community is low-intensity and rural in nature, all of the major urban services necessary to support residential development will be required. The major services which will require extension and upgrading to serve the Planned Residential Community include: transportation, storm and sanitary sewer, domestic water, fire and police.

In the cases of transportation, storm and sanitary sewers and water supply, extensive capital improvements beyond those presently planned or funded will be necessary to provide service to this area. Consistent with City policy, new development will be required to finance these capital improvements.

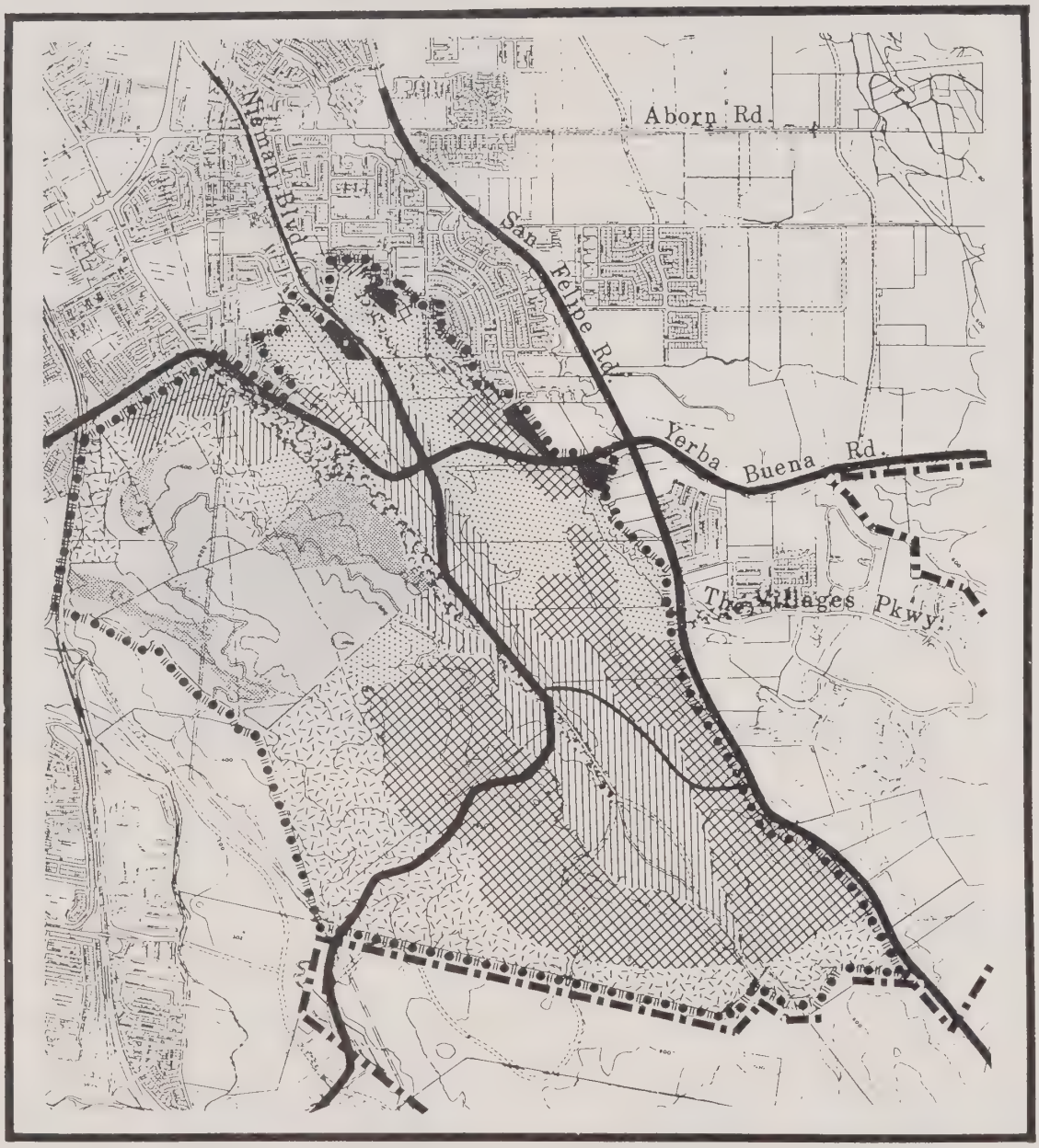
Future development in the Planned Residential Community will be subject to all other City development policies and controls. Specifically, this will include conformance to the Evergreen Development Policy.

The Evergreen Development Policy (EDP) is a separate policy document adopted by the City Council to address traffic congestion and flooding problems in the Evergreen area including the Silver Creek Planned Residential Community. The EDP was revised as a part of the process that created the Evergreen Specific Plan (ESP) described in the section. The focus of the revision was the identification of appropriate traffic mitigation measures to implement the land use plan of the ESP and to allow other existing vacant residential land in the area to develop.

The off-site improvements required for new development were identified through a reevaluation and revision of the EDP. The revised EDP identifies two major off-site transportation improvements which must occur to allow full development of the area: 1) a five mile segment of Capitol Expressway which must be widened to eight lanes (including two HOV lanes) or the equivalent; and, 2) an additional on-ramp and lane from Capitol Expressway to Highway 101. The nature of these improvements is described in, and will be implemented through, the EDP.

Map 5

Silver Creek Planned Residential Community
Specific Land Use Plan Adopted 12-7-82



- Non Urban Hillside
- Rural Residential (1du/5ac)
- Estate Residential (1du/ac)
- Low Density Residential (3du/ac)
- Medium Low Density Residential (5du/ac)
- Integrated Residential/Recreational
- Areas most suitable for residential development
- Medium Density Residential (8du/ac)
- Public Park and open Space
- Major Collector (60-90 ft.)
- Arterial (80-106 ft.)
- Community Boundary
- Urban Service Area Boundary

Source: Department of City Planning and Building

Overall Design Considerations

The establishment of a low density residential community in this area with primarily rural land use densities on the hillsides is intended to preserve the basic character of the area by minimizing the grading necessary for development. In the portions of the Silver Creek Valley which are less constrained by topography, development will be typified by large single-family lots. In steeper hillside areas, clustering of dwellings and other innovative hillside development techniques are encouraged. The restrictions on development of the western slope facing the floor of the Santa Clara Valley and the low intensity of development proposed throughout the hillside areas within the Planned Residential Community are necessary in order to preserve and protect the valuable viewshed and watershed characteristics of the hillsides. Other critical design criteria, which will control the extent and form of ultimate development of the area, include the soils, geologic and seismic hazards known to exist in the area. Each project will require an in-depth analysis to address the potential negative impacts of the project on adjacent properties.

In order to enhance the suburban nature of the low density residential development proposed in this area, the use of rural improvement standards which generally reflect the large lot "estate" concept, such as reduced street rights-of-way, alternative sidewalk standards, and reduced street lighting levels, are appropriate. Public and private improvements should reinforce the semi-rural character of the PRC and maintain and encourage high quality improvements through a uniform design program that ensures the consistent treatment of noise attenuation walls, landscaping, lighting, and other improvements.

Where sound attenuation walls are necessary, they should incorporate high quality construction design and landscaping and should not obstruct views of the valley floor from the public right-of-way. Where residential uses are proposed along arterial streets, only limited access will be allowed as outlined in the Transportation policies of the General Plan.

Specific Land Use Plan

The primary land use designations incorporated in the Silver Creek Planned Residential Community include: Low Density Residential (3.0 DU/AC), Estate Residential (1.0 DU/AC) and Rural Residential (1.0 DU/5 AC). The basic concept of the land use plan is to allow slightly higher density development (3.0 DU/AC maximum) on the flatter land along the narrow Silver Creek Valley. The hillside areas surrounding the valley are designated Estate Residential, allowing an average of 1.0 dwelling unit per acre. Steeper hillside areas which are still considered able to support some limited development are designated Rural Residential (one dwelling unit per five acres).

The hillside slope on the westerly edge of the Planned Residential Community designated Non-Urban Hillside should retain its present non-urban state and preserve its open space and scenic value for Santa Clara Valley and the South San Jose area. No development, such as buildings or other constructed improvements, in the Non-Urban Hillside area should be visible from the floor of the Santa Clara Valley.

Approximately 19.0 acres of land are designated Public Park and Open Space, consisting of the Silver Creek and Thompson Creek flood control rights-of-way and the site of the future Silver Creek Linear Park along Silver Creek.

To provide a proper mix of uses within the PRC, consideration will also be given to the inclusion of five to ten acres of Neighborhood/Community Commercial land use, designed to serve the needs of the Planned Residential Community. The specific location and mix of services to be provided in this commercial area will be determined as more detailed development plans are provided for the Planned Residential Community.

In addition to the neighborhood commercial uses, other forms of commercial and recreational enterprises will be allowed where they are designed as an integral part of the Planned Residential Community, including golf and tennis clubs and resort and lodging facilities. The transfer of residential densities from property utilized for such non-residential land uses will be allowed, consistent with the goals and objectives of the Planned Residential Community.

One area of the Silver Creek Planned Residential Community has been designated as suitable for an integrated residential and recreational use. The integration of these uses will help to preserve the valuable open space resources located in this area and create a unique recreational community sensitive to the hillside character of the Silver Creek Planned Residential Community. This area is located in the western portion of the Planned Residential Community and is designated Integrated Residential/ Recreational. This designation would allow the development of up to 550 dwelling units in combination with an 18 hole golf course or other private recreational use similar in size (about 130 acres). Development of this site can only occur under a single Planned Development zoning covering the entire site. This designation also identifies those areas of the site most suitable for residential development (see Map 5; revised 12-11-90) based on topography, visibility from the floor of the Santa Clara Valley and the presence of wetlands. The location of the golf course or comparable private recreational use is not identified; its location will be determined in the context of the Planned Development zoning. Siting of the golf course or private recreational use may "displace" residential units. These "displaced" units may be transferred to other parts of the site if it can be demonstrated that such development would be consistent with the goals, policies and objectives of the Silver Creek Planned Residential Community and the Urban Design and Hillside Development policies of the General Plan. The actual number of units to be developed and the placement of the golf course or other private recreational use on this site will be governed by the same criteria. The intent of this designation is to allow an appropriate integration of residential and private recreation uses while still preserving the natural hillside character and the important viewsheds of the site.

The projected number of dwelling units and acreages within the Silver Creek Planned Residential Community is shown on the table on the following page. While the Specific Land Use Plan establishes the intent of the Planned Residential Community design and the maximum allowable densities, flexibility is allowed in the ultimate type and mix of land uses within the Planned Residential Community.

Silver Creek Planned Residential Community Land Use Designations								
8/AC	*5/AC*	*3/AC*	*Estate Residential*	*Rural Residential*	*Non-Urban Hillside*	*Integrated Res./Rec.*	*Pub. Park/Open Space*	*TOTALS*
32 AC	30 AC	419 AC	881 AC	446 AC	619 AC	571 AC	77 AC	3075 AC
210 DU	138 DU	a259 DU	878 DU	93 DU	32 DU	550 DU	-	3160 DU

Silver Creek Valley, San Felipe and Yerba Buena Roads are designated as Rural Scenic Corridors. The Rural Scenic Corridor designation requires careful consideration be given to the "preservation of attractive environmental and scenic qualities adjacent to and within immediate view of scenic roads." The Scenic Routes and Trails Diagram encourages the regulation of land uses in Rural Scenic Corridors including protection of important natural and man-made resources and special views. Special attention should be given to the design of improvements, such as noise attenuation walls, to ensure that these improvements minimize disruption of the extraordinary views to the valley floor from the PRC.

Evergreen Planned Residential Community

The Evergreen Planned Residential Community (EPRC) establishes a long-term development plan for 865+ acres in the southeast area of Evergreen. The development concepts for the EPRC are the product of the Evergreen Specific Plan (ESP) document, a detailed plan for the area developed through a comprehensive public participation process which included oversight direction by a community task force. The ESP document is a separate policy document adopted by the City Council that provides the background, the vision, and the planned community character for the EPRC and also addresses implementation measures and criteria at a level of detail beyond the scope of the General Plan.

The Evergreen Planned Residential Community is bounded by Quimby Road to the north, the foothills and Campus Industrial area to the east, Evergreen Creek and Montgomery Hill Park to the south, and the developed residential lands to the west along Ruby Avenue. The topography of the area is gently sloping (about 5% slope) with the exception of the moderately steep foothills in the northeast corner of the EPRC. The EPRC is traversed by three creeks: Quimby, Fowler and Evergreen. These creeks contain some of the most significant vegetation features and wildlife habitat of the EPRC. Besides the riparian vegetation of the creeks, the EPRC contains primarily grasslands previously used for agriculture, the remnants of the historic Mirassou Vineyard, and several stands or clusters of significant trees.

Relationship to Evergreen Specific Plan Document

The Evergreen Specific Plan (ESP) document is the City's policy for governing development in the Evergreen Planned Residential Community (EPRC). The ESP document supplements this General Plan and is essential to the understanding and proper implementation of the EPRC. The main objectives of the ESP process were to create a unique residential community and to develop a solution for the severe traffic capacity constraints in Evergreen. The ESP also sought to make the most of the natural amenities of the EPRC area. The Evergreen Specific Plan allows for up to 2996 residential units (both attached and detached), a small Village Center retail area and supporting public facilities. The land use plan created by the ESP has been generally incorporated into the EPRC but must be guided by the ESP to be fully implemented. It addresses the improvements needed to mitigate the long-term traffic impacts of

development and to provide services to the community.

The Evergreen Specific Plan document establishes general architectural parameters for the Evergreen Planned Residential Community. The overall architectural theme of the ESP is European with a Mediterranean flavor. This theme applies to residential structures, the Village Center and public buildings. A high level of quality and detailing of buildings is required to ensure compatibility between developments within the plan area and to ensure the establishment of the community character.

Circulation

The framework for development in the Evergreen Planned Residential Community (EPRC) is defined by its circulation system. The only designated arterial in the EPRC is Aborn Road which will carry traffic generated in the EPRC and the adjacent Campus Industrial area. The existing major collectors in the EPRC, Ruby Avenue, Quimby Road and Murillo/Yerba Buena Avenues, are located primarily along the periphery of the EPRC and will connect the EPRC with the larger community and major street system.

The character of the internal circulation of the Evergreen Planned Residential Community is established by a system of radial streets and rotary intersections. Rotaries are also known as "traffic circles" and serve two purposes in the EPRC: 1) to move traffic smoothly through important intersections; and, 2) to create focal points within the community. The radials functionally and visually connect the rotaries with each other and with other community focal points.

There are two major rotaries proposed within the Evergreen Planned Residential Community. The most significant rotary will help create a Village Center (commercial uses) near the Mirassou Winery in the western portion of the EPRC. The Village Center is linked by a radial to the east rotary which provides a focus for Fowler Creek Park, the adjacent Campus Industrial area and several areas of high density housing. The radials help organize uses within the EPRC and tie it into the surrounding community.

The individual neighborhoods within the Evergreen Planned Residential Community are defined by varied street patterns (grid or curvilinear) as well as varied housing types and densities. In addition to streets, a series of trails or paseos along creeks, some streets and within the neighborhoods, provide an alternative to the automobile for moving people within the community. These trails lead to schools, parks, the Village Center and other public facilities or features.

Specific Land Use Plan

The Evergreen Planned Residential Community (EPRC) contains a variety of uses intended to create and support the sense that the EPRC is a special place. These uses were developed through the Evergreen Specific Plan (ESP)

Map 5

Evergreen Planned Residential Community
Specific Land Use Plan Adopted 7-2-91

Source: Department of City Planning and Building

document and are more elaborately described in that document. The Evergreen Planned Residential Community provides a diverse mix of housing types and densities to shape a more complete and interesting community. Housing in the EPRC will help support the development of the adjacent Campus Industrial area to the east.

The Village Center, including the existing Mirassou Winery, will be the primary activity hub of the community. The Village Center could contain about 150,000 sq. ft. of retail commercial uses which might include a theater, health club, restaurants and retail uses to support the community. Mixed use development with residential uses above retail uses is also permitted in the Village Center as long as the overall dwelling unit total for the EPRC is not exceeded. The Mirassou Winery is expected to remain, but it could be converted to other commercial uses of a similar nature and intensity consistent with the character of the Village Center.

The Evergreen Specific Plan document calls for a variety of housing types and densities in the EPRC (see Table below). Dwelling units may be transferred to and from lands with the same designation but the total number of dwelling units for each designation may not be exceeded. If an individual project cannot incorporate all of its allowed units, those units can be utilized in an identical use area in order to maintain the overall unit count.

The higher density categories (12-25 dwelling units per acre) such as Multi-Family Residential and Townhouses are clustered in three main areas: the Village Center, both sides of Aborn Road northeast of Fowler Creek Park and the southernmost lake feature/retention basin near Yerba Buena Avenue. These high density residential units are important since they provide a type of housing which is in limited supply in the Evergreen area.

The Evergreen Planned Residential Community contains duplex units just south of Quimby Road and carriage homes in the center of the EPRC. Carriage homes are an innovative housing type which can contain a "second unit" as part of a detached garage located to the rear of the main dwelling and accessed by an alley.

The remaining residential land uses represent a range of small to large lot single-family residential development distributed somewhat evenly throughout the Evergreen Planned Residential Community with the exception of the hillside lots which are located in the steeper northeastern portion of the EPRC. This distribution acknowledges existing single-family residential uses adjacent to the EPRC by locating residential development of similar density and lot size next to established neighborhoods.

A variety of public facilities and open space uses are provided for in the Evergreen Planned Residential Community. Public facilities include a high school site in the northwest, a middle school (existing) in the south, two elementary schools (one north, one south), a fire station in the Village Center and, potentially, a water reclamation facility which would treat wastewater for large landscaped areas thus conserving water and reducing discharge into the Water Pollution Control Plant.

Fowler Creek Park and the expansion of Montgomery Hill Park (south of Evergreen Creek) are two of the main public open spaces to be created in the Evergreen Planned Residential Community. They will be supplemented by pocket parks and the open space along internal trails. A portion of the existing historic Mirassou Vineyards will also be preserved as open space.

Relationship to Evergreen Development Policy

The Evergreen Development Policy is a separate policy document adopted by the City Council to address traffic congestion and flooding problems in the Evergreen area. The Evergreen Planned Residential Community

Evergreen Planned Residential Community Land Use Designations

Lot Type/Size	Number of Units
Multi-family	299
Townhouses	279
Carriage Homes	318
Duplex	185
4,000 Square Feet	425
5,000 Square Feet	474
6,000 Square Feet	692
7,000-8,000 Square Feet	224
10,000 Square Feet (Hillside)	100
TOTAL	**2,996**

* Detached and attached units proposed

(EPRC) is located within the much larger EDP area. The EDP was revised as a part of the process that created the Evergreen Specific Plan (ESP). The focus of the revision was the identification of appropriate traffic mitigation measures to implement the land use plan of the ESP.

The Evergreen Specific Plan document identifies the on-site and off-site street improvements necessary to implement development in the Evergreen Planned Residential Community. The off-site improvements required to serve the EPRC, as well the remaining undeveloped lands in the Evergreen Development Policy area, were identified through a reevaluation and revision of the EDP. The revised EDP identifies two major off-site transportation improvements which must occur before the EPRC can be fully developed: 1) a five mile segment of Capitol Expressway which must be widened to eight lanes (including two HOV lanes) or the equivalent; and, 2) an additional on-ramp and lane from Capitol Expressway to Highway 101. The nature of these improvements is described in, and will be implemented through, the EDP.

The Evergreen Development Policy also identifies the flood control improvements that will be necessary to develop the Evergreen Planned Residential Community. These improvements focus on the three creeks contained in the EPRC. Evergreen Creek is already improved, and the ESP provides for the improvement of both Quimby and Fowler Creeks. Improvements to Quimby and Fowler Creeks will maintain the existing riparian areas in an undisturbed state. The lower reaches of both creek channels will be improved by creating channels where none currently exist and by planting substantial vegetation. Both creeks will carry water to two retention basins designed as lake amenities for the EPRC. These improvements will be supplemented by parallel underground drainage systems which will be used to carry any water above normal runoff and prevent flooding.

Improvements and Financing

The Evergreen Specific Plan (ESP) document identified all on-site and off-site infrastructure improvements required to develop the Evergreen Planned Residential Community (EPRC). These improvements are more fully described in the ESP document. In summary, these improvements include streets, flood control, sanitary sewers, storm drainage and water. The size and alignment of these improvements are also identified in the ESP.

The financing portion of the Evergreen Specific Plan identifies a variety of potential methods to finance the improvements mentioned above as well as portions of the school facilities for which the Evergreen Planned Residential Community is responsible. These methods could include an area of benefit fee, an Evergreen Fee established by a development agreement, AB 2926 School Fees, a Mello-Roos Community Facilities District, land dedications (for public facilities) and a Landscaping and Lighting District (for street landscaping, open space, and pocket park maintenance). It is likely that a combination of these methods would be used to finance these improvements. In any case, the owners of property within the EPRC will pay for those improvements from

which they benefit and will be reimbursed for any share of improvement costs such as off-site transportation improvements which will benefit properties outside the EPRC.

Implementation

The development of the Evergreen Planned Residential Community (EPRC) will be guided by the provisions of the Evergreen Specific Plan (ESP) document and the Evergreen Development Policy (EDP). The ESP provides guidance as to the location and nature of public and private improvements. It also establishes design guidelines, to be used in conjunction with the Residential Design Guidelines and Commercial Design Guidelines, which provide the design criteria for development within the EPRC. The ESP also provides design guidance for public buildings, and park improvements, and monumentation and walls.

All private development within the Evergreen Planned Residential Community will be regulated by an areawide Master Planned Development Zoning. Those projects consistent with the Master Planned Development Zoning and the EPRC, and not requiring additional environmental review, can be implemented with a Planned Development permit.

Development of the Evergreen Planned Residential Community, however, can only occur when sufficient traffic capacity is available. Any staging of development in the EPRC must be consistent with the criteria described in the Evergreen Development Policy.

Communications Hill Planned Community

The Communications Hill Planned Community (CHPC) establishes a long-term development plan for 900+ acres in south-central San Jose. The Plan area is approximately four miles south of Downtown and is distinguished by the County and AT&T communication facilities situated on the two highest points of the hill. It is bounded on the north by Curtner Avenue, on the south by Hillsdale Avenue, Snell Avenue and Capitol Expressway, on the east by Monterey Road and on the west by the Guadalupe Corridor. The Oak Hill Cemetery, located at the southwest quadrant of Monterey Road and Curtner Avenue, is excluded from the Planned Community area.

Communications Hill is one of the most visually prominent features in Santa Clara Valley. The largely undeveloped slopes of Communications Hill itself total about 500 acres and rise over 300 feet above the surrounding Valley floor. The remainder of the Plan area consists of flat land located at the base of the hill, primarily the industrial/commercial area along Monterey Road. The Plan area lies along a major north/south transportation spine which provides strong connections to important City and regional destinations via commuter train, light rail line, freeway, expressway and major streets.

The objective of the Communications Hill Planned Community is to provide a comprehensive planning framework for development of a unified, high-density, pedestrian-oriented, urban community with a mix of uses on and around Communications Hill. New residential development is located along the ridge and at the foot of the steep slopes and consists of up to 4,000 primarily multi-family, residential units, a small Village Center retail area and supporting public facilities. In the flatland area in proximity to and along Monterey Road, areas have been designated for Heavy Industrial, Light Industrial and Combined Industrial/ Commercial uses. The CHPC also seeks to make the most of the natural amenities within the area including the panoramic views available from the hill.

Relationship to Communications Hill Specific Plan Document

The development concepts for the Communications Hill Planned Community are the product of the Communications Hill Specific Plan (CHSP) document, a detailed plan for the area which was developed through a comprehensive public process including community task force participation. The main

objectives of the CHSP process were to create a unique community plan and to develop solutions for the severe development constraints inherent in the area. The CHSP is a separate policy document adopted by the City Council and provides the background, the vision, and the planned community character for the CHPC and also addresses allowed uses, implementation measures and development criteria at a level of detail beyond the scope of the General Plan. The CHSP document supplements the General Plan and is essential to the understanding and proper implementation of the CHPC.

Circulation

The framework for development in the Communications Hill Planned Community (CHPC) is defined by its circulation system and by its location along regional transportation systems. Vistapark Drive is the major arterial roadway planned to traverse the hill from Curtner Avenue on the north to Hillsdale Avenue on the south. This two- and four-lane roadway remains separated from the main neighborhoods as it passes along and through residential, school, playfield and open space areas. In addition to Vistapark Drive, several other new streets including the Narvaez and Pullman extensions, provide direct connections to the City's larger circulation networks: Guadalupe Corridor freeway and light rail line, CalTrain, Capitol Expressway and Monterey Road. These facilities connect the CHPC area to Downtown, North San Jose and Edenvale employment centers and other important regional destinations.

A major portion of the circulation network within the Communications Hill Planned Community consists of residential streets. The character of the internal circulation system of the Communications Hill Planned Community is established by a gridiron street pattern. The street grid on Communications Hill creates blocks of differing sizes which can accommodate a variety of building and unit types and will provide opportunities to build housing for households of differing types and income levels. The street grid combined with the grading plan maintain the existing profiles of the hills and provide maximum circulation flexibility. The gridiron pattern supports neighborhood interaction, provides long vistas and allows for efficient siting of high density residential development.

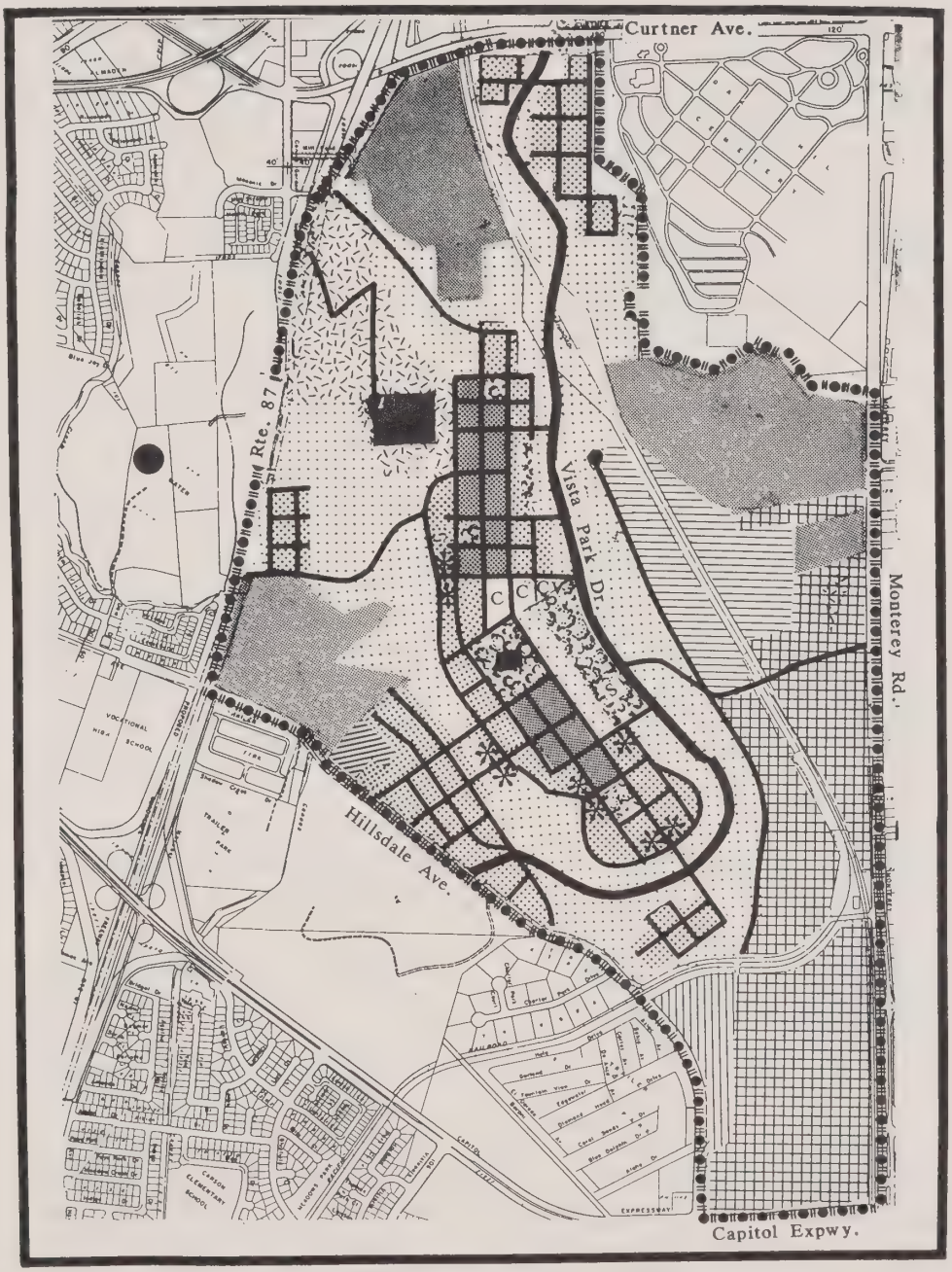
The perimeter streets which delineate the edge of the hilltop neighborhood play an important role in defining the overall form of the Communications Hill Planned Community. These are contour-following, curvilinear streets with development permitted only on the uphill side except where they engage the grid and become part of the residential street grid; these streets give a distinct edge to the hilltop neighborhood.

Bicycle lanes, sidewalks, and pathways are integrated with the street layout and connect to public transit. Where steep topography interrupts street alignments, stairs are planned to allow pedestrian access and to provide viewpoints. The Planned Community also provides for access to the industrial areas from the upland residential areas.

Specific Land Use Plan

The Communications Hill Planned Community (CHPC) contains a variety of new and existing land uses and land use patterns intended to create a unique mixed use community and to support the sense that the CHPC is a special place. The CHPC includes new multi-family neighborhoods, a small single-family area, a public school, parks, playfields, open spaces, a neighborhood commercial center and a civic area for the hill itself, and new and continuing industrial and commercial uses for the areas at the base of the hill along Monterey Road. In addition, there are a variety of other existing uses around the base and lower slopes of the hill: mobilehome parks, townhouses, single-family houses and a church. Developed properties were included within the CHPC boundaries to ensure a careful integration of the existing uses with the new.

Map 7 **Communications Hill Planned Community**
Specific Land Use Plan Adopted 4-7-92



- Single Family Residential (1 DU/AC)
- Single Family Detached & Attached (8-16 DU/AC)
- Multi-Family Residential (24-40 DU/AC)
- Multi-Family Residential (24+ DU/AC)
- Open Space/Parks/Play Fields
- Open Space/Trails
- S — Schools
- Churches
- Utilities
- C — Commercial
- Light Industrial
- Heavy Industrial
- Combined Industrial/Commercial
- CV — Civic
- Tall Building Sites
- Arterial

Source: Department of City Planning and Building

The development of the hill proper as a very high-density residential neighborhood will result in a significant change in the visual character of this highly visible hill; the open space will be replaced by intense urban building forms and a distinctive skyline dominated by the existing AT&T tower and a new elevated water tank. Four overall land use concepts define the CHPC:

- The gridiron pattern of streets and blocks laid over the hills and organized around an Arterial roadway that winds through the site;
- Very high-density residential development with flexible densities;
- The ring of open space that encircles the hilltop residential development and provides a distinct edge to the upland community and separates it from the industrial and commercial uses on the lower elevations to the southeast;
- Urban patterns that promote pedestrian activity as an alternative to driving, including: the grid system, which minimizes distances to destinations; the network of stairs and pathways; the integrated neighborhood commercial uses; and connections to the light rail line and CalTrain.

The Communications Hill Planned Community permits up to 4,000 dwelling units and requires a minimum density of 24 dwelling units per acre on each of the multi-family blocks. While the maximum density for most of this area is 40 units per acre, there are blocks along the ridge and "tall building" sites which can be developed at densities over 40 units per acre provided that there is excess capacity available from sites developing at densities under 40 units per acre. Fifteen single-family lots are also included in the Planned Community.

The CHPC identifies six park sites and one playfield area. The park sites are distributed throughout the multi-family neighborhoods to provide neighborhood-level recreation facilities. The playfields are planned for joint public/elementary school uses. The grassy slopes of the hilltop area comprise a major open space component of the Planned Community and also give definition to the neighborhoods.

The street-oriented Village Center blocks near the apex of Communications Hill can accommodate approximately 50,000 square feet of floor area for neighborhood serving commercial uses such as retail and service shops, offices, restaurants and possibly a day-care facility. An additional 30,000 square feet of retail space adjacent to the Village Center could also be developed as part of a mixed residential/retail development once 50 percent of the Village Center has been completed. Mom & Pop retail shops are permitted throughout the multi-family neighborhoods. Preferred locations for these small stores catering to pedestrian traffic are corner sites and parcels fronting on parks. Mom & Pop stores are limited to 1500 square feet and should be located within residential buildings. The Communications Hill Specific Plan recommends at least one Mom & Pop store for every ten residential blocks.

The area at the base of the hills, along the southeast portion of the CHPC, adjacent to Monterey Road and the Southern Pacific railway tracks, would maintain its existing industrial/ commercial emphasis. This area is separated from the proposed residential uses by open space, steep topography and Vistapark Drive and is proposed for Light Industrial, Heavy Industrial and Combined Industrial/Commercial uses.

The Light Industrial designation of the area northeast of Hillsdale and Snell Avenues is intended for a wide variety of industrial uses but excludes uses with unmitigated hazardous or nuisance effects. New Heavy Industrial areas can accommodate the planned CalTrain maintenance facility (20 acres on the west side of the Southern Pacific Railroad tracks) and

supporting Heavy Industrial uses (7 acres). The Combined Industrial/Commercial designation is applied to parcels located in the southeastern portion of the CHPC along Monterey Road and for the adjacent area which is currently being quarried for gravel.

Financing Guidelines and Principles

The financing of infrastructure and public facilities is a crucial component of the implementation strategy for the Communications Hill Planned Community (CHPC) and is more fully described in the Communications Hill Specific Plan (CHSP). Although the Plan does not have a phasing component, general criteria have been established in the Plan to guide the varying increments of building by both private and public entities. As for other large scale development projects, significant levels of infrastructure costs will be incurred during the development process. These include necessary off-site improvements and on-site infrastructure. Such improvements should be installed as early as possible in order to create development opportunities but, in any case, must be installed concurrent with any development requiring them.

The actual allocation of infrastructure and public facility costs must be based upon principles that reflect public policy considerations, equitable treatment among affected property owners and overall financial feasibility. The financing portion of the Communications Hill Specific Plan identifies a variety of potential methods to finance infrastructure and public facilities for which the Communications Hill Specific Plan is responsible. These methods could include Assessment, Mello-Roos or Integrated Financing Districts as well as AB 2926 School Fees and land dedications. Preliminary cost estimates are identified in the CHSP to assess the magnitude of the infrastructure and public facilities costs. A detailed financial analysis which includes more detailed site planning and engineering analysis is necessary prior to development and will be the subject of additional study.

Implementation

General and specific criteria for development within the Communications Hill Planned Community are contained in the Communications Hill Specific Plan (CHSP) to guide the varying increments of building by both private and public entities. The CHSP anticipates that development will occur over a period of 10-15 years and relies on the market demand for various uses to determine the kind, size and timing of development.

As the CHPC is developed, a system of streets, stairs, pathways, parks and utilities will be built concurrently with new housing, public facilities, shops and restaurants. The general objectives of implementation should be: 1) to ensure that the urban structure which is the backbone of the Plan is realized; 2) to ensure orderly, safe and sequential development; 3) to minimize conflicts between new development and on-going construction activities; 4) to minimize potential conflicts between new uses and existing ones, e.g., housing and industrial facilities; and 5) to encourage new development to occur as soon as it is feasible. The CHSP provides guidance regarding the location and nature of public and private improvements. It also establishes special design guidelines, to be used in conjunction with the Residential Design Guidelines and Commercial Design Guidelines.

Jackson-Taylor Planned Residential Community

The Jackson-Taylor Planned Residential Community (PRC) was created to increase high density housing opportunities and supportive mixed uses in the central area of the city and in close proximity to transit. The PRC is based on the Jackson-Taylor Residential Strategy, a separate policy document described below. The Jackson-Taylor PRC is surrounded by some of San Jose's older residential neighborhoods, just north of the Downtown Core area. The PRC is

approximately 80 acres and is generally bounded by Hedding, Eleventh, Empire, and Sixth Streets. Light rail transit, public bus services, regional freeways, and local streets provide excellent transportation access, connecting the PRC to San Jose's job centers in Downtown, North San Jose, and Edenvale. The PRC is adjacent to the Nihonmachi Neighborhood Business District which offers commercial services, restaurants, and specialty stores which serve both the immediate neighborhood and the region. The existing character of the immediate area is predominantly urban.

The Jackson-Taylor Planned Residential Community is pedestrian- and transit-oriented, linking the PRC to its surrounding neighborhood and job centers. The PRC is intended to accommodate approximately 1,675 dwelling units, 107,000 square feet of retail space and 459,000 square feet of office uses. This mix of uses contributes to the creation of a community which is active both during the day and in the evenings. The PRC also includes the retention of established industrial uses in the southern portion of the area. This industrial activity provides jobs which employ nearby community members.

Relationship to the Jackson-Taylor Residential Strategy

To assist with the planning of the Jackson-Taylor PRC, the City Council engaged a consultant team and appointed a citizens task force representing the interests of neighborhood groups, community organizations, businesses, and property owners. The task force assisted the consultants and staff with the preparation of the Jackson-Taylor Residential Strategy, a guide for the transition of the area from its existing industrial uses to a mix of residential, commercial, and public uses. The Jackson-Taylor Residential Strategy is a separate policy document providing the background, vision, and community character of the PRC and also a level of detail for implementation beyond the scope of the General Plan. This document provides detailed policy direction for the review of rezoning and development permit applications for properties within the PRC. The Residential Strategy also suggests alternative land uses, some of which would require General Plan changes at a later date. The Residential Strategy explains the circumstances under which alternative land uses and circulation improvements should be considered for incorporation in the General Plan.

Plan Objectives

The objectives of the Jackson-Taylor Planned Residential Community are:

- Maintain and enhance the character of the surrounding community.
- Achieve a supportive mix of housing, employment, shopping, and public uses.
- Provide a range of housing types, densities, and prices to house persons with diverse income and household types.
- Strengthen pedestrian linkages to adjacent neighborhoods, transit, and the Nihonmachi Neighborhood Business District.
- Maintain the existing street pattern.

These objectives are exemplified in the land use plan for the PRC (see Map 8).

Specific Land Use Plan

The Jackson-Taylor Planned Residential Community seeks to take advantage of its central city location and to create the critical development mass crucial to the achievement of an active day and night community. The PRC is, therefore, generally urban in character but has lower intensity land uses around its periphery to ensure compatibility with the surrounding, existing neighborhoods. Mixed use and more intensive development is encouraged in the center of the PRC. Each land use designation within the PRC is described

below. These descriptions include some general urban design direction to ensure that new development within the PRC is compatible with its surroundings.

High Density Residential (12-25 DU/AC)

The properties located along most of the edges of the PRC are designated High Density Residential (12-25 DU/AC). This designation is intended to buffer the existing, primarily single family neighborhood adjacent to the PRC from the more intensive residential and mixed uses planned for the center of the PRC. Development within this designation should reflect the lotting pattern of the surrounding area. When the development cannot follow the surrounding lotting pattern, the buildings should follow the relationship and rhythm of the adjacent residential streetscape. A mixture of ownership and rental housing on approximately 5,000 to 7,000 square foot lots is the preferred development pattern for this land use designation. Building heights should not exceed 40 feet.

Very High Density Residential (25-50 DU/AC)

The Very High Density Residential designation (25-50 DU/AC) which includes Mixed Use is located away from the adjacent single family neighborhood. To meet the needs of a broad range of households and to contribute to the development of a more cosmopolitan community, a mix of housing densities, types, and ownership patterns is encouraged by the Very High Density Residential designation. This designation is intended to achieve an average, overall density of approximately 35 DU/AC. The designation permits densities as low as 25 DU/AC and as high as 50 DU/AC. Projects proposed at densities above 35 DU/AC should exhibit exemplary architectural design that is urban in character and expresses the essence of the design guidelines contained in the Jackson-Taylor Residential Strategy. Building heights should not exceed 45 feet. This designation requires that building facades be varied and articulated to reflect the character of the surrounding residential neighborhoods.

Mixed Use

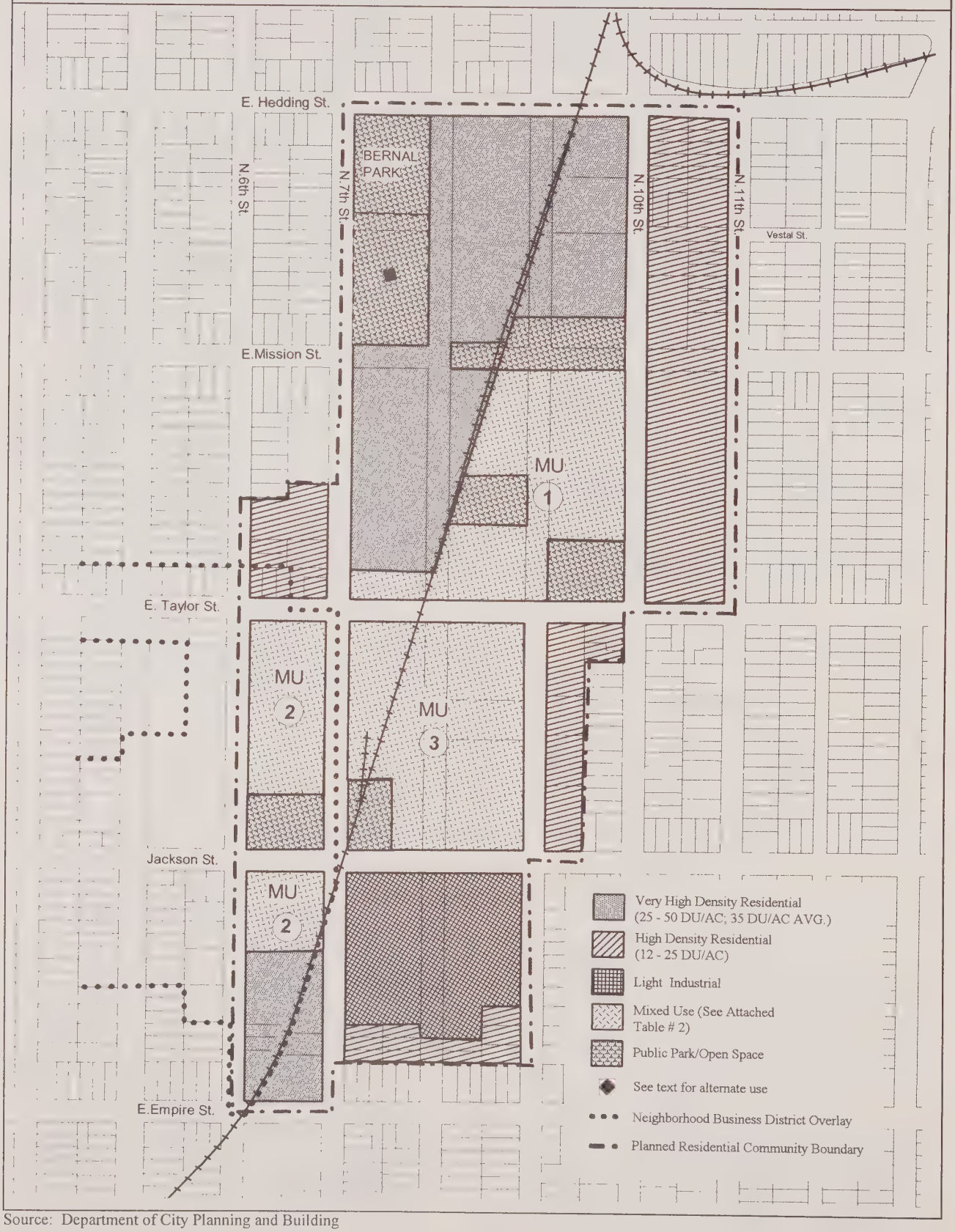
To create a vibrant, urban environment that is active during the day and after dark, the center of the PRC is designated Mixed Use. This designation allows a mix of very high density residential, retail, office, and a limited amount of other commercial uses. Within the Mixed Use designations, the residential component is the Very High Density Residential designation (25-50 DU/AC). The residential uses should be a mixture of condominiums and apartments, offering a variety of unit sizes to accommodate singles, couples, and families.

In most cases, a minimum amount of retail and office use is specified for each mixed use area. Retail uses are identified for strategic locations to encourage pedestrian activity and provide linkages with the adjacent Nihonmachi Business District and residential community. These retail uses should provide services primarily to neighborhood residents and local office workers. Opportunities for office uses are also provided to allow residents to live and work in the same community and/or to encourage workers living in other areas of San Jose to commute to these jobs via transit.

The residential, retail, and office uses should be arranged vertically in the same building. For example, retail uses might be on the ground floor with one floor of office space above, and up to four stories of residential uses on top floors. Building heights for this designation should not exceed 65 feet as defined in the Jackson-Taylor Residential Strategy. All parking should be below ground or internal to the building.

Three Mixed Use categories are explained below, each designed to meet the unique circumstances of its surroundings. The table below summarizes the land use potential for each mixed use designation.

Map 7 **Jackson-Taylor Planned Residential Community**
Specific Land Use Plan Adopted 10-6-92



Source: Department of City Planning and Building

Mixed Use #1 (Bounded by Mission, Tenth, Taylor, and Seventh Streets): This designation allows Very High Density Residential (25-50 DU/AC) uses, up to 186,000 square feet of office, and between 26,000 and 34,750 square feet of retail uses. Retail uses should be located along the north side of Taylor Street between Seventh and Eighth and at the northwest corner of Taylor and Ninth Streets. Additional retail uses are encouraged at the southwest corner of Tenth and Mission Streets and along the northern edge of the park located on Taylor Street between Ninth and Tenth Streets.

Mixed Use #2 (Bounded by Sixth, Taylor, Seventh, and the park located on Jackson, and the northern portion of the block bounded by Sixth, Jackson, Seventh and Empire Streets): This designation allows Very High Density Residential (25-50 DU/AC) uses, 150 senior housing units, a 40-room inn, up to 80,000 square feet of office, and between 33,000 and 53,750 square feet of retail uses. The commercial square footage may also accommodate a cultural center. Retail uses are required along a portion of Sixth Street, the north side of the park, and along the south side of Jackson Street.

Jackson-Taylor Planned Residential Community
Mixed Use Development Potential

Land Use Designation	Acreage	Development Potential
MU1	8.7 acres	Very High Density Residential (25-50 DU/AC); 26,000-34,750 square feet of retail; up to 186,000 square feet of office
MU2	5.8 acres	Very High Density Residential (25-50 DU/AC); 150 senior housing units; 40-room inn; 33,000-53,750 square feet of retail; up to 80,000 square feet of office
MU3	8.2 acres	Very High Density Residential (25-50 DU/AC); 7,500-18,125 square feet of retail; up to 192,625 square feet of office

Mixed Use #3 (Bounded by Taylor, Ninth, Jackson, and Seventh Streets): This designation allows Very High Density Residential (25-50 DU/AC) uses, up to 192,625 square feet of office, and between 7,500 and 18,125 square feet of retail uses. Retail uses should be located on the south side of Taylor Street between Seventh Street and the rail tracks. Additional retail activity is encouraged at the south west corner of Taylor and Ninth Streets and mid-block on the west side of Eighth Street. The Eighth Street retail is intended to support a potential future BART station and open space area.

Neighborhood Business District Overlay
The Japantown Neighborhood Business District (NBD) program boundaries extend into the Jackson-Taylor PRC. The NBD encompasses most of the properties west of Seventh Street.

Public Park/Open Space

Park areas provide valuable open space for a livable and enjoyable higher density, mixed use community. Bernal Park is identified for potential future expansion to Mission Street and other open spaces are proposed throughout the PRC. The general locations for these neighborhood and pocket parks are depicted within the Planned Residential Community;

however, other than the Bernal Park expansion, the specific size, ultimate location and configuration of these park sites will only be finalized through the acquisition of a particular parcel. Until a park site is acquired, the land use designation of that "park" site is the PRC designation of the adjacent property within the same block to ensure new development is consistent with its surroundings. If the proposed expansion of Bernal Park does not occur, then the property should develop at the High Density Residential (12-25 DU/AC) designation.

Implementation

General and specific policies and guidelines for development within the Jackson-Taylor Planned Residential Community are contained in the Jackson-Taylor Residential Strategy. All development within the Jackson-Taylor PRC is expected to be consistent with the requirements of the Residential and Commercial Design Guidelines and, particularly, the design guidelines contained in the Jackson-Taylor Residential Strategy. The primary implementation tool is the rezoning of properties to Planned Development zoning districts which conform to the PRC. The Residential Strategy contains guidelines to help the area transform from an industrial to primarily residential area.

Midtown Planned Community

The Midtown Planned Community (MPC) guides the transition of a 210-acre changing industrial area to a mixed-use community just west of Downtown San Jose. The MPC is based on the Midtown Specific Plan, a separate document described below. The MPC is a "J" shaped area that extends from The Alameda (generally between Sunol Street and Los Gatos Creek) to properties south of Auzerais Avenue, and then west to Meridian Avenue south of West San Carlos Street.

The Midtown Planned Community (MPC) enjoys excellent access to freeways and public transit. The MPC is part of a larger area bounded by I-280, I-880 and SR-87. The Cahill Station, located in the northern portion of Midtown, serves as a major terminal for CalTrain commuter rail service and for more long distance Amtrak service, and is an important transfer point for county bus service. The proposed Vasona Light Rail Transit (LRT) Corridor will provide direct service from Downtown San Jose to Los Gatos through the Midtown PC and will include a spur connection to the Cahill Station. Transit service in Midtown may be expanded in the future by light rail transit service along the San Carlos/Stevens Creek Boulevard corridor and a potential extension of BART to San Jose.

The Midtown PC includes portions of The Alameda and West San Carlos Neighborhood Business Districts (NBDs) which offer neighborhood and regional-serving shops and businesses. Midtown's surroundings include some of the City's most desirable and historic residential neighborhoods. Los Gatos Creek, located along Midtown's eastern boundary, provides the opportunity to connect Midtown with the Los Gatos Creek Trail system and Guadalupe River Park. The San Jose Arena is situated just north of Midtown.

The Midtown Planned Community is pedestrian- and transit-oriented, linking the MPC to its surrounding neighborhoods and job centers. The MPC is intended to accommodate up to 2,940 dwelling units, 335,000 square feet of retail space, 920,000 square feet of office uses and 305,000 square feet of new industrial/commercial uses. This mix of uses complements the existing and planned intensive development in nearby Downtown San Jose. The MPC also includes the retention, and potential expansion, of approximately 500,000 square feet of industrial space for established uses. This industrial activity provides important jobs and economic development opportunities in San Jose.

Relationship to the Midtown Specific Plan

To develop a plan for the MPC, the City Council appointed a citizens task force representing the interests of property owners, businesses, neighborhood groups and community organizations. The task force assisted staff with the preparation of the Midtown Specific Plan, a guide for the transition of the area from its existing industrial uses to a mix of residential, commercial, industrial and public uses. The Midtown Specific Plan is a separate document providing the background, vision, and community character of the MPC and also a level of detail for implementation beyond the scope of the General Plan. This document provides detailed direction for the review of rezoning and development permit applications for property within the MPC, and includes design guidelines. The direction includes special accommodations and requirements for existing industrial uses and "transitional" land use activities.

Plan Objectives

The objectives of the Midtown Planned Community are to:

- Create a pattern of development that reinforces transit.
- Provide a diversity of housing opportunities that establishes viable and livable neighborhoods.
- Preserve viable industrial and commercial-service uses within Midtown.
- Create an extensive system of pedestrian pathways and open space.
- Balance circulation needs with considerations of livability.
- Complement and extend adjacent residential and commercial areas surrounding Midtown.

These objectives are exemplified in the land use plan for the Midtown PC (see Map 9).

Specific Land Use Plan

Midtown has historically served as a major fruit packing transshipment and light industrial area. This role is changing as some industry leaves and large properties stand vacant. The Midtown Planned Community recognizes adjacent conditions by planning compatible residential uses to the west, commercial uses to the north, and combined industrial/commercial uses to the south. High density residential and intensive commercial uses are oriented to transit, encouraging pedestrian activity. Some industrial and commercial service uses are maintained with opportunities for expansion. The land use plan creates a pedestrian and transit-oriented community, encouraging development with an urban character. Each land use designation within the Midtown PC is described briefly below.

High Density Residential (12-25 DU/AC):
Properties located along the western edge of Midtown on Wilson and Sunol Streets are designated High Density Residential. This designation ensures a compatible interface with the adjacent neighborhood. Development within this narrow band should reflect the setbacks and have a direct relationship with the street as do the houses in the existing neighborhood. Housing types may include townhouses, apartments, condominiums, and other forms. Building heights are limited to 25 feet or two stories.

Transit Corridor Residential (12+ DU/AC):
This designation has been adapted to the conditions in Midtown and is applied to properties located in an area bounded by West San Carlos Street, Sunol Street, Park Avenue, and the extension of Bush Street. This designation provides flexibility to meet a variety of conditions within the block area. In response to the existing neighborhood west of Sunol Street, development along the east side of the street is expected to occur at densities ranging

from 12 to 25 DU/AC with heights not exceeding 25 feet or two stories. The remainder of this block may be developed at much higher densities as long as these projects are compatible with and relate well to their surroundings. For the more dense projects, building heights can increase gradually to a maximum of 65 feet with increasing distance from the residential neighborhood west of Sunol Street. Limited projections above 65 feet are allowed up to a maximum of 90 feet or 8 floors as long as certain criteria are met. These criteria are explained in more detail in the Midtown Specific Plan. Transit Corridor Residential also allows mixed use projects having two floors of commercial uses and upper floors of residential uses. Such mixed use projects are limited to West San Carlos Street and Park Avenue. Freestanding commercial activities are also allowed in this area but only along West San Carlos Street and Park Avenue.

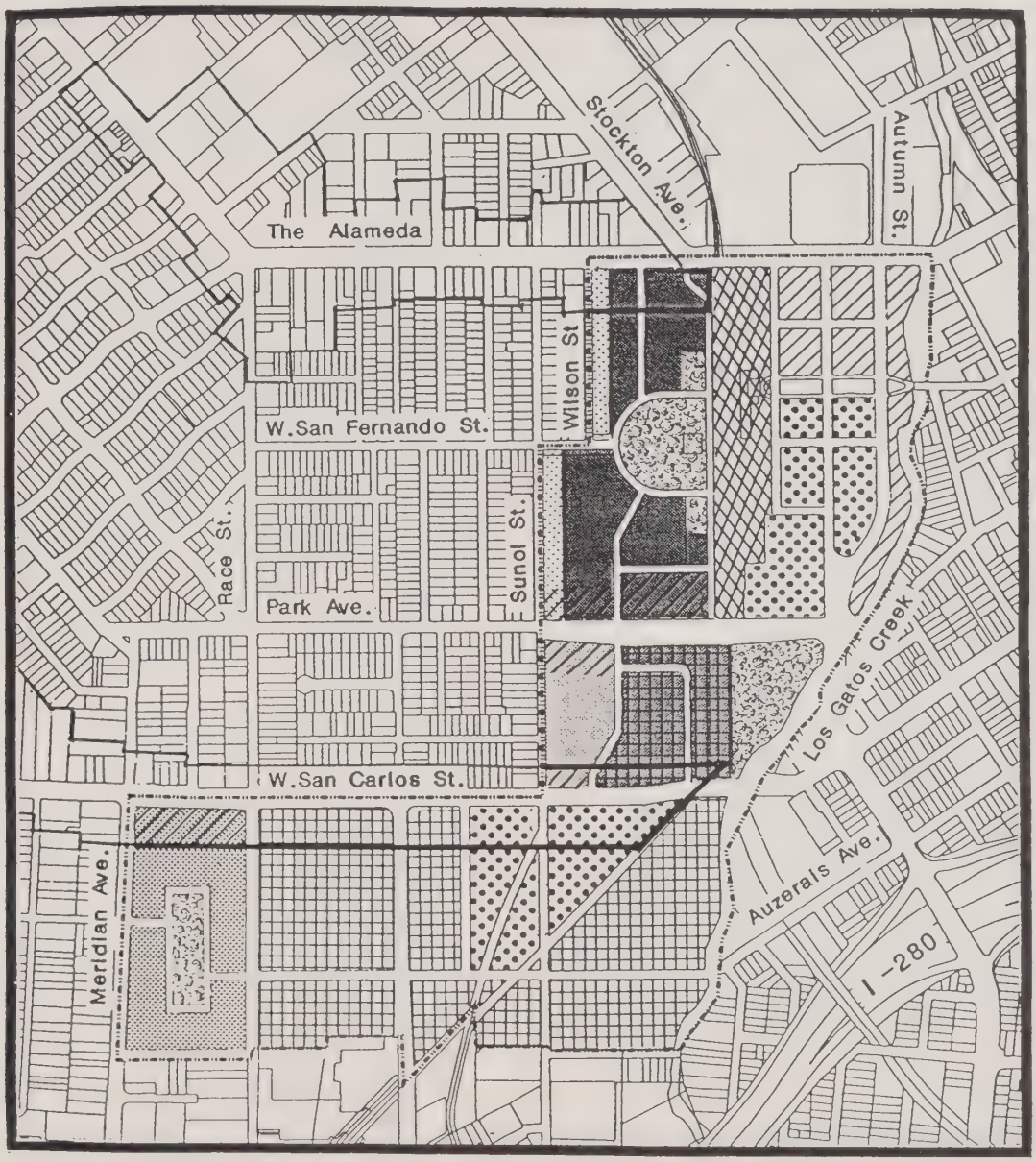
Very High Density Residential (25-65 DU/AC): This designation is applied to the area bounded by Meridian Avenue, West San Carlos Street, Race Street, and the property south of Auzerais Avenue (the "Saddlerack" site). A mix of residential densities and housing types is encouraged under this designation. Development should provide a diverse range of building types which foster pedestrian activity. Housing should be oriented around a 2.5 acre public park to provide an important amenity and focus to this new neighborhood. To promote diversity, structures should be highly articulated including varied building heights and floor plate elevations. Building heights should not exceed 65 feet.

Residential Support for the Core (25+ DU/AC): This designation has been adapted to Midtown and is applied to properties located west of the Cahill Station and its rail tracks, between The Alameda and Park Avenue. Development should encompass a diverse mix of housing densities, types and ownership patterns. Some of the housing should front on a 6 acre park, providing a direct relationship between the residential and open space uses. Although this designation does not have an upper limit on density, it is expected that development would not exceed 65 DU/AC to maintain a positive relationship with the neighborhood to the west and to provide complementary housing types to those that would be found predominantly in the Downtown Core Area. Predominant building heights are expected to be 3 to 4 stories (or 65 feet) with the opportunity for heights up to eight stories (90 feet) in certain locations if specific criteria are satisfied. These criteria are explained in more detail in the Midtown Specific Plan. This designation also provides for two lower floors of commercial uses as part of residential projects. Such mixed uses should be situated along The Alameda and Park Avenue. Freestanding retail uses are also allowed in this area but only along the frontage of The Alameda and Park Avenue.

Mixed Use: To take advantage of infill opportunities near transit, the Midtown Planned Community designates two areas for mixed use development. One area is south of San Fernando Street near the Cahill Station and the second area is adjacent to a planned light rail station at Sunol and West San Carlos Streets. A mix of residential and commercial uses are allowed at higher intensities to maximize the development opportunities of these locations. Residential development is expected to range from 40 to 100 DU/AC and commercial development is expected to have a 0.5 to 3.0 Floor Area Ratio. The designation allows multiple-family and alternative housing (e.g., single-room occupancy, live-work housing, etc.). Commercial uses are intended to provide important services to nearby residents and transit riders. Drive-through commercial uses are not allowed. This designation facilitates new development in these areas but also provides for the retention of existing retail and office uses. For example, near the Cahill Station, new retail businesses, residential projects, and mixed use developments can be interspersed among the existing businesses. The two Mixed Use categories are described below:

Map 9

Midtown Planned Community
Specific Land Use Plan Adopted 12-8-92



Source: Department of City Planning and Building

Mixed Use #1 (Area bounded by West San Fernando Street, Autumn Street, Park Avenue, and the transmission lines): This area is characterized by relatively small parcel sizes and many property owners. The development potential of this area is 240 dwelling units, 70,000 square feet of retail/restaurant uses and 180,000 square feet of office space. Given the ownership patterns, it may be more difficult to mix commercial and residential uses in the same structure. For this reason, this designation allows for single use or mixed use development. Building heights cannot exceed 120 feet.

Mixed Use #2 (Area south of West San Carlos Street on both sides of Sunol Street): This area is adjacent to the Vasona Light Rail Corridor and is characterized by large parcels and few property owners. The development potential of this area is 240 to 370 dwelling units, 60,000 square feet of retail/restaurant/entertainment uses, and 40,000 square feet of office uses. These uses can be configured in a number of ways: integrated retail and residential projects; stacked residential, office, and retail uses; or individual buildings with single uses. Retail uses are encouraged along West San Carlos Street to strengthen the Neighborhood Business District. Building heights cannot exceed 90 feet.

General Commercial: This designation is applied to two areas south of the Arena: one is bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Cahill Station and the other is east of Autumn between West Santa Clara Street and Park Avenue. The designation permits a range of commercial uses, including office, retail, restaurant, entertainment, hotel, and other compatible commercial activities. These uses should support the Cahill Station and complement the more intensive commercial uses of the Downtown Core. Given the unique opportunities presented by Los Gatos Creek, development east of Autumn Street should consist primarily of recreation-oriented commercial uses (e.g., bicycle rentals, cafes, etc.) that enhance the creek amenity. For this reason, development east of Autumn should not exceed 0.5 FAR. For development in the remainder of the area, FARs of up to 3.0 are permitted. Building heights should not exceed 120 feet west of Autumn and 35 feet east of Autumn.

General Commercial Overlay: To strengthen the West San Carlos Neighborhood Business District, this overlay is applied to West San Carlos Street between Meridian Avenue and Race Street and between Sunol Street and the extension of Bush Street. On these frontages, commercial uses should be limited to neighborhood-serving retail uses (e.g., banks, grocery stores, drug stores, bakeries, etc.). These commercial uses could be developed as freestanding uses or could be integrated with residential development within the 65-foot height limit.

Public/Quasi-Public: This land use designation is applied to properties along the railroad tracks between The Alameda and Park Avenue and represents the expectation that existing transportation and utility-related uses will be continued. Additional public/quasi-public uses are allowed throughout Midtown according to the policies set forth in other sections of the General Plan.

Combined Industrial/Commercial: This designation is applied to properties south of West San Carlos Street between Race Street and Los Gatos Creek, with the exception of the sites adjacent to the future light rail station described above under Mixed Use. The purpose of this designation is to preserve and intensify the existing pattern of light industrial and commercial service uses, maintaining opportunities for economic development in San Jose. This area should retain its existing industrial character and continue to provide important services, supplies and other products to other businesses and to residents of San Jose. To discourage the displacement of the existing

uses with higher intensity development, a maximum intensity of 0.5 FAR and a maximum height of 45 feet are established for this designation.

Combined Industrial/Commercial with Live/Work Overlay: This designation applies to the properties generally bounded by Park Avenue, the Southern Pacific tracks, West San Carlos Street, and the extension of Bush Street. This designation contains all of the provisions of the Combined Industrial/Commercial designation with the additional opportunity for live/work housing. Live/work housing is a housing type in which the residential unit also functions as the primary place of employment for artists, architects, engineers, and others. Under this designation, live/work housing could be accommodated in rehabilitated industrial space or in new construction.

Public Park/Open Space: Park areas provide essential amenities to the new neighborhoods within Midtown. For this reason, 13.5 acres of parks and open spaces are distributed throughout the Planned Community. A 6-acre park is identified west of the Cahill Station, a 5-acre park is identified south of Park Avenue at Los Gatos Creek, and a 2.5-acre park is identified south of West San Carlos between Meridian Avenue and Race Street. Until a park site is acquired, the land use designation of that "park" site is the MPC designation of the adjacent property within the same block. If a park does not occur on the Fire Training site located at Park Avenue, then the property should retain its Public/Quasi-Public designation.

Neighborhood District Overlay: The Neighborhood Business District (NBD) program boundaries extend into the Midtown Planned Community along The Alameda and West San Carlos Street.

Circulation

The Midtown Planned Community provides for a street network which extends the adjacent existing grid pattern of streets into the MPC. Streets are located to carry MPC area traffic without negatively affecting the surrounding neighborhoods or business areas. These streets also serve as pedestrian and bicycle ways throughout the area. With the exception of Auzerais Avenue and West San Fernando Street, the streets described below are minor streets which provide primary circulation for new development in Midtown. Additional streets will be necessary to serve planned development in the MPC and will be determined at the zoning stage.

The major features of the street system include an extension of Bush Street, the development of White Street, the realignment of West San Fernando Street and Auzerais Avenue, and new streets south of West San Carlos Street. Bush Street is extended from The Alameda south around a 6-acre park and along the Union Pacific Railroad line to West San Carlos Street.

The White Street right-of-way is planned to be developed south of The Alameda adjacent to the railroad tracks at the Cahill Station and extended south to terminate in a cul-de-sac just north of Park Avenue. This alignment of White Street assumes that several of the tracks will be removed when the staging and storage of trains is moved to another location. Should plans to remove the tracks be abandoned, White Street should be aligned parallel to the tracks instead of jogging east and then south.

West San Fernando would be realigned from Delmas Street outside of Midtown to terminate at the Cahill Station. This realignment would provide a direct linkage between the Cahill Station and Downtown.

Auzerais Avenue could support residential development in its existing alignment or it could be rerouted south of the "Saddlerack" site at the corner of Meridian Avenue and Auzerais Avenue to provide for truck circulation south of the residential neighborhood. Either alignment is consistent with the Midtown Specific Plan.

Additional new streets include: a new street parallel to and between Lincoln Avenue and Sunol Street extending from West San Carlos to Auzerais Avenue; new streets around the 2.5-acre park south of West San Carlos; and Cahill and Crandall Streets re-established as public streets.

Implementation

General and specific policies and guidelines for development within the Midtown Planned Community are contained in the Midtown Specific Plan. All development within the Midtown PC is expected to be consistent with the requirements of Residential Design Guidelines and Commercial Design Guidelines and, particularly, with the design guidelines contained in the Midtown Specific Plan.

The Midtown Specific Plan also contains policies guiding the transition of uses from industrial to a mix of uses. These policies address existing uses, transitional uses, historic structures, and the relationship between industrial and residential uses to ensure compatibility.

An analysis of preliminary financial feasibility for the Midtown Specific Plan found that the plan is financially feasible since most of the required infrastructure is already present in the area. Opportunities for financing infrastructure and community facilities should be pursued, however, to ensure that the first developers in the area are not unduly burdened with "upfront" costs. The Midtown Specific Plan identifies financing principles to guide the development of a financing plan. A variety of mechanisms could be used to finance required improvements.

Urban Reserve

The Urban Reserve designation identifies areas which may be appropriate for urban development and inclusion in the Urban Service Area in the future when circumstances are appropriate. The Urban Reserve designation enables the City to plan and phase growth based on the need and ability to provide the necessary facilities and services to support additional residential growth. The City does not intend to encourage growth in these areas until the need for such growth is clearly demonstrated. Given the fiscal and other constraints associated with development at the urban fringe, development of the Urban Reserve lands should be a low priority.

The Urban Reserve designation is tailored for each area to which it is applied recognizing the different physical, locational and service limits associated with each area. These limits will affect the timing of future development and will influence the character of development in the Urban Reserves. The preparation of a specific plan, as well as any necessary General Plan amendments, will precede any development. The specific plan will delineate the land uses in detail, the infrastructure needs for such uses, the financial mechanisms to be used for infrastructure and service needs, the phasing or timing criteria to be used to govern development, and any special policy statements which are appropriate.

South Almaden Valley Urban Reserve (SAVUR)

The South Almaden Valley Urban Reserve is located between the Santa Cruz Mountains and the Santa Teresa Hills and southeast of Mockingbird Hill/McKean/Harry Roads which generally form the northwest boundary of the Urban Reserve area. The SAVUR extends southeast toward the community of New Almaden and the Calero Reservoir. The rural character of the Valley is typified by grazing and pasture lands, horses and equestrian facilities, and small farms and orchards.

The intent of the South Almaden Valley Urban Reserve (SAVUR) is to ultimately create a planned residential community with supporting commercial services and public facilities. However, the SAVUR is a long-term area for future development when the City determines

that there is a demonstrated need for new housing and that such housing can be adequately provided with urban services without adversely affecting services to existing neighborhoods. Given these considerations, planning for development in the SAVUR is a low priority in the short term and is not anticipated to occur in the near future.

The ultimate number of dwelling units to be accommodated in the Urban Reserve will be determined by the specific plan process but shall in no case exceed 2,000 dwelling units. The boundary of this Urban Reserve (established in 1984 and including 1050 acres), but not the 2,000 dwelling unit limit, may be expanded toinclude areas appropriate for future urban development as part of the specific plan process.

Further, to maintain stable and consistent land use, prior to the preparation of a specific plan for the SAVUR, the City should investigate methods to preserve open space in the SAVUR including cooperative efforts with the Santa Clara County Open Space Authority and the County. As part of this process, the City should establish an Open Space and Housing Scenario Committee to review and consider alternative levels of development within the 2000 unit cap, the implications for open space preservation under these alternatives, and other pertinent issues.

Prerequisite Conditions

The City Council may initiate the preparation of a specific plan for the SAVUR, upon the request of area property owners and with their commitment to pay the full cost of preparing a specific plan, if the following two prerequisite conditions have been satisfied:

1. Five thousand (5,000) new jobs are added, as evidenced by the issuance of building permits sufficient to accommodate such growth, to the 2,000 existing jobs (1990) in the North Coyote Valley Campus Industrial Area as part of a continuing demonstrated interest in North Coyote Valley as a location for industrial development.

2. The City's fiscal condition is stable, predictable and adequate in the long term. This determination should be based on:

    - A five year economic forecast for the City which projects a balanced budget or budget surplus for each of the forecast years.

    - City services must be at least at the same level as they were in 1993, throughout the City. At least the following quantifiable services should be considered in this assessment: police

response time, police personnel per capita, fire response time, fire personnel per capita, library books per capita, library floor space per capita, hours open at Main and branch libraries, and community center floor space per capita.

- Reasonable certainty that the City's basic fiscal relationship with the state or other levels of government will not be significantly altered during the period of the five year economic forecast.

These prerequisite conditions should only be modified during a comprehensive update of the General Plan involving a community task force similar to the San Jose 2020 General Plan update process.

A General Plan change to Planned Residential Community and expansion of the Urban Service Area to include any part of the SAVUR should occur only after the specific plan becomes effective. Until such time as the specific plan becomes effective, allowed land uses and standards are those of the Rural Residential land use designation.

Contents of the Specific Plan

The specific plan for the SAVUR should incorporate the following:

1. A land use plan establishing the location and relevant characteristics of each land use and locating the highest residential densities in the northern portion of the SAVUR and rural residential densities in the southern portion compatible with the existing ranchette and equestrian oriented uses in the area. The land use plan should represent a careful consideration of appropriate interfaces between urban and rural land uses and provide substantial public park lands, including creek park chains, for the entire South Almaden Valley .

2. A circulation plan, including provision for equestrian and other trails as well as the roadway network to provide suitable access to open space and rural areas.

3. Analyses of physical and environmental conditions, traffic capacity, infrastructure and service needs, financing requirements and other issues that could affect the conditions of development.

4. Fiscal analysis showing that new development will not result in the deterioration of urban services to the remainder of the City. This should include:

   - The costs of providing required services to the proposed new development.

   - An estimate of tax and other revenues likely to be generated by the proposed new development.

   - An assessment of the negative or positive impact of the proposed new development on the General Fund.

   - The identification of fiscal mitigation measures to offset any negative fiscal impacts created by the proposed new development.

5. Conditions that new development be required to provide all capital improvements necessary to serve it (on-site or off-site).

6. A statement, with supporting evidence, indicating that the development will be consistent with all General Plan level of service (LOS) goals and policies.

7. New development generally limited to areas below the 15% slope line. Minor development incursions above the 15% slope line may be allowed if they are consistent with furthering other goals and policies of the General Plan but such development shall not allow additional dwelling units beyond the 2000 dwelling unit limit.

8. An open space element which addresses the creation of a permanent and final boundary to further urban development (a "greenline") at the south edge of the valley and provides for a significant amount of permanent, public open space.

9. Timing criteria which govern the phasing of development. No development should be allowed in the SAVUR until a significant amount of new (subsequent to January 1, 1994) infill residential development has taken place.

10. Identify opportunities for affordable housing, for all ages, in suitable areas within the plan.

11. A financing plan ensuring needed infrastructure and facilities can be built at the appropriate time.

Coyote Valley Urban Reserve (CVUR)

The Coyote Valley Urban Reserve generally encompasses the area between the Coyote Greenbelt and the North Coyote Campus Industrial Area. The Urban Reserve includes the Valley floor on both sides of Monterey Highway west of Coyote Creek, northwesterly of Palm Avenue and the prolongation of Palm Avenue to Coyote Creek. The Coyote Valley Urban Reserve (CVUR) allows only agricultural and rural residential land uses which are the existing, predominate uses in the area.

This area is not required to accommodate growth but may be considered for development in the future when the City needs additional housing resources. Future urban development is expected outside of the timeframe of this General Plan and can only be considered conceptually in this Plan. Given these factors, the preparation of a plan for the Coyote Valley Urban Reserve area is beyond the scope of this General Plan. This Plan, however, can provide the vision and the broad parameters which should be the basis for the form and nature of any future planning efforts in this area. More detailed planning may not proceed until, and if, the City Council approves a General Plan amendment to establish a Planned Community land use designation for the area which would broadly describe its development potential and the development concepts that would be used to guide the preparation of a specific plan.

The Coyote Valley is relatively isolated from the rest of San Jose, therefore, any future development will need to be in the form of an independent community with jobs, housing, commercial facilities, schools, parks and other residential service facilities, and public transit--in effect, a new town. The planning for such a new town should include, the North Coyote Valley Campus Industrial Area, as the key job center in the area, and the Coyote Valley Urban Reserve (Mid-Coyote Valley), as the primary new residential area. Future development of the Urban Reserve, therefore, should be considered only in conjunction with the North Coyote Valley.

Prerequisite Conditions

The following conditions are prerequisite to the consideration of the Planned Community designation for the North and Mid-Coyote Valley

1. Five thousand (5,000) new jobs are added, as evidenced by the issuance of building permits sufficient to accommodate such growth, to the 2,000 existing jobs (1990) in the North Coyote Valley Campus Industrial Area as part of a continuing demonstrated interest in North Coyote Valley as a location for industrial development.

2. The City's fiscal condition is stable, predictable and adequate in the long term. This determination should be based on:

    - A five year economic forecast for the City which projects a balanced budget or budget surplus for each of the forecast years.

- City services must be at least at the same level as they were in 1993, throughout the City. At least the following quantifiable services should be considered in this assessment: police response time, police personnel per capita, fire response time, fire personnel per capita, library books per capita, library floor space per capita, hours open at Main and branch libraries, and community center floor space per capita.

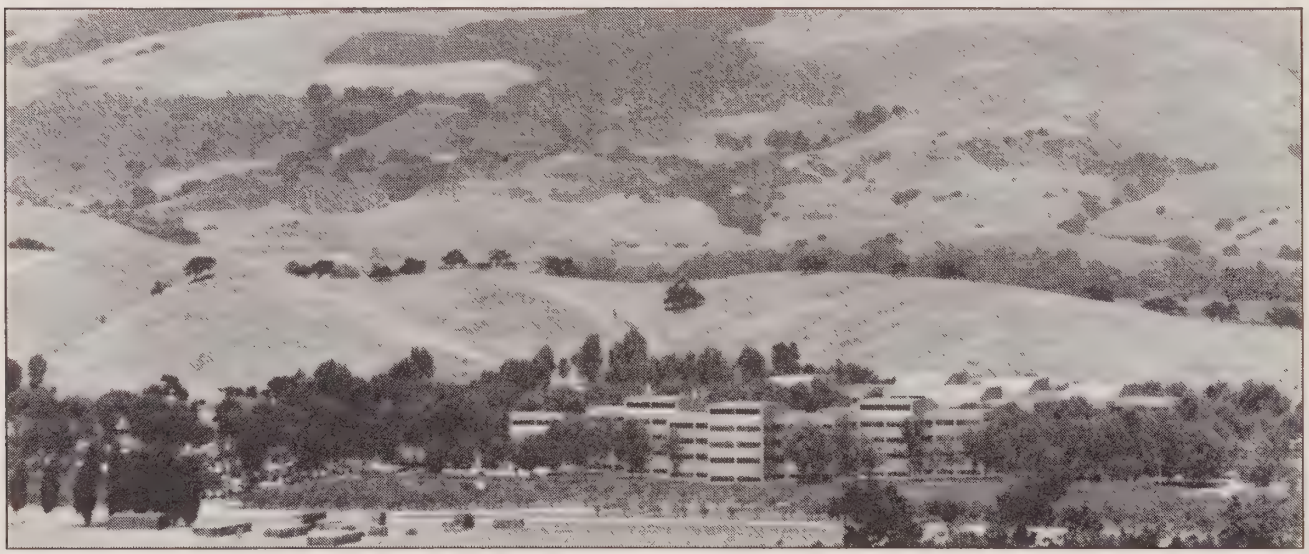
- Reasonable certainty that the City's basic fiscal relationship with the state or other levels of government will not be significantly altered during the period of the five year economic forecast.

These prerequisite conditions should only be modified during a comprehensive update of the General Plan involving a community task force similar to the San Jose 2020 General Plan update process.

No urban residential development will be allowed in these areas until a specific plan covering both the North and Mid-Coyote Valley is prepared. The specific plan process will be initiated only upon the request of area property owners and upon completion of a binding agreement stipulating that those owners will pay the full costs of preparing the specific plan. Until such time as the Specific Area Plan is effective, allowed land uses in the Urban Reserve are those of the Agriculture land use designation west of Monterey Highway and those of the Rural Residential and Private Recreation land use designations between Monterey Highway and the Coyote Creek Park Chain, provided that such Private Recreation uses are rural in character, are developed under Planned Development zoning and are compatible with both the Coyote Creek Park Chain and the image of the North Coyote Campus Industrial Area.

Preparation of the Specific Plan

The preparation of the specific plan should include the following analyses:



1. Short-term analyses regarding physical and environmental conditions, traffic capacity, infrastructure and service needs, financing requirements and other issues that could affect the conditions of development. Major new transportation facilities may be necessary to serve the area.

2. Fiscal analysis showing that new development will not result in the

deterioration of urban services to the remainder of the City. This should include:

- The costs of providing required services to the proposed new development.
- An estimate of tax and other revenues likely to be generated by the proposed new development.
- An assessment of the negative or positive impact of the proposed new development on the General Fund.
- The identification of fiscal mitigation measures to offset any negative fiscal impacts created by the proposed new development.

3. An analysis of affordable housing opportunities which considers the needs of the Coyote Valley work force and the housing needs and programs identified in the General Plan and the Comprehensive Housing Affordability Strategy.

Vision

The overall development concept and character contained in the future specific plan for the North and Mid-Coyote Valley should be guided by the following vision:

- The creation of a very urban, pedestrian oriented and independent community characterized by high density housing, supportive businesses and services, and Campus Industrial land uses. A community with 20,000 to 25,000 dwelling units is representative of this concept.
- The extension of light rail transit into the Urban Reserve area and the use of this facility to orient and focus high density residential and mixed use development.
- The retention of sufficient campus industrial acreage to generate approximately 50,000 jobs within the specific plan area.
- An open space element which addresses the creation of a permanent and final boundary to further urban development (a "greenline") in the Coyote Valley.
- The creation of measures to ensure that new development will provide all capital improvements necessary to serve it and to ensure that the specific plan, and the development allowed by it, complies with all pertinent goals and policies of the General Plan particularly the Services and Facilities goals and policies. These measures may include a financing plan.
- A jobs and housing phasing program to pace the development of housing with job growth consistent with maintaining an internal jobs/housing balance in the Coyote Valley area.

Combined Residential/Commercial

This category provides land use flexibility for existing residences along major arterials where development is predominately commercial in character. The Combined Residential/Commercial designation is applied to parcels developed with single-family or duplex structures which front or side on arterials of six or more lanes in areas that contain a mixture of residential and commercial uses. The intent of this category is to allow commercial uses within existing residential structures in areas that are subject to high volumes of traffic. This designation is generally not intended for application to a single parcel but would be applied to a contiguous row of similar properties for consistency of treatment. To be considered for this designation, the site must be located across the major arterial from a predominantly commercial area which could include limited, interspersed high density residential uses not to exceed twenty percent of the commercial strip.

Uses allowed are residential, office, and personal services either separately or in combination; the specific intensity of commercial uses should be determined by the capacity of each site to accommodate the activities, including parking, associated with the use or uses of the site. Properties in this category should fully retain the residential character and form of buildings, front yards and front yard landscaping. Individual commercial uses will be reviewed at the development permit stage on a case by case basis and permitted only if they are compatible with adjacent residential uses.

Commercial

New commercial development is planned to take place primarily on lands already planned and zoned for this use. The amount of existing land planned and zoned for commercial use in San Jose generally fulfills this purpose. The commercial land use categories described below identify the types of uses allowed under each category. The standards for commercial development are addressed in the Urban Design section (see Chapter IV, Goals and Policies) and in the City's Zoning Code.

Unless otherwise defined within a specific commercial land use category, the Citywide average commercial development intensity is expected to have an approximate Floor Area Ratio (FAR) of 0.40. Citywide employment densities, excluding the Downtown Core and Downtown Frame Areas, should average 45 employees per acre. Because variations from these averages are expected on a project-by-project basis, they should not be regarded as maximum limits. These averages are intended to illustrate the development intensities that may be possible but do not indicate what each development project can necessarily achieve. The requirement to comply with the Urban Design, Transportation Level of service and other General Plan policies may dictate less intensive development in many instances.

In the Downtown Frame Area, the limit on building intensity/employment density is the Urban Design height policy which limits non-residential building height to 120 feet.

In addition to the typical commercial uses listed below, this Plan recognizes that there may be a need to provide housing for very low-income households in some commercial areas close to jobs and services. The types of units used to provide this housing typically require the sharing of sanitation and kitchen facilities by one or two person households occupying small, one room units. These uses can be contained in a building designed solely for such uses or in a building designed to provide commercial space on the lower floors. These uses are either Single Room Occupancy (SRO) Living Unit Facilities or Single Room Occupancy (SRO) Residential Hotels. SRO Living Unit Facilities and SRO Residential Hotels are allowed with a Conditional Use Permit under all commercial designations excepting the Office and Core Area designations. There is no "density" limitation on the number of SRO rooms or "units" allowed under these designations; however, the number of these units should be limited to a number that can be reasonably accommodated on a proposed site while being compatible with the intensity, scale, design, character and viability of adjacent land uses, and consistent with the level of service policies adopted by the City Council. Because the vast majority of SROs are located downtown in City Council District 3, and because Council Districts 3 and 5 have very large percentages and concentrations of low-income housing, new SROs should be located throughout the City, excluding Council Districts 3 and 5. SRO housing is discouraged from downtown locations except to replace units lost as a result of downtown revitalization. New SRO units should be located along or near major transportation corridors, including light rail, to provide easy access to available services.

Neighborhood Business District

This designation applies to strip commercial areas which function in their neighborhoods or

communities as central business districts, providing community focus and identity through the delivery of goods and services. In addition, Neighborhood Business Districts may include adjacent non-commercial land uses.

The Neighborhood Business District designation functions as an "overlay" designation which is applied to predominantly commercial land use designations. The purpose of the overlay is to recognize the variety of commercial and non-commercial uses which contribute to neighborhood identity by serving as a focus for neighborhood activity. The overlay designation facilitates the implementation of a Neighborhood Business District (NBD) Program by identifying target areas. The NBD Program seeks to preserve, enhance, and revitalize San Jose's older neighborhood serving commercial areas through the coordination of public and private improvements, such as streetscape beautification, facade upgrading, business organization activities, business development, and promotional events.

There are two types of commercial areas to which the NBD overlay designation is applied: 1) older commercial areas with traditional "Main Street" characteristics also known as sidewalk strip; and, 2) commercial areas characterized by neighborhood serving strip development. In both types of NBDs, a minor portion of the area may be occupied by land uses which are neither commercial nor residential but contribute to the overall identity and character of the street or center.

The first type of area to which the NBD overlay designation is applied is that which is predominantly of a "Main Street" design, where

buildings are connected to each other, form a continuous street facade, and have no setback from the sidewalk. Examples of such "Main Street" areas include Lincoln Avenue between Coe and Minnesota Avenues and Jackson Street between 4th and 6th Streets. This type of building relationship creates a pedestrian oriented environment. In these "Main Street" areas, off-street parking should be located so as to minimize vehicle/ pedestrian conflicts and to permit a continuous street frontage of storefronts.

Within this designation, residential and commercial uses, together with related parking facilities, are seen to be complementary uses, although commercial uses oriented to occupants of vehicles, such as drive-up service windows, are discouraged along major thoroughfares within NBD areas. In the "Main Street" areas cited above, however, residential uses may be allowed pursuant to the Discretionary Alternate Use Policies only under Planned Development zoning and only in a mixed use configuration with pedestrian oriented commercial uses occupying the ground floor.

Where the NBD overlay designation is applied to commercial strip development three primary types of design characteristics may be found: 1) Parking Lot Strip - composed of a series of buildings of varying sizes and types with setbacks on several sides or all four sides and parking typically located in front of the building 2) Neighborhood Center - typified by one or two anchor stores and a series of smaller stores in one complex; and, 3) a combination of commercial development types whether they be Parking Lot Strip, Neighborhood Center or Main Street. In commercial strip areas it is not unusual to encounter a combination of commercial development types with varying design components.

In areas designated with the Neighborhood Business District overlay, any new development or redevelopment must conform to both the underlying land use designation and the overlay designation. Such development must also conform to the design guidelines adopted by the City for each Neighborhood Business District.

Neighborhood/Community Commercial

This designation applies primarily to shopping centers of a neighborhood or community scale. It is the intent of the Plan that future Neighborhood/Community Commercial uses develop in the form of shopping centers, as a group of commercial establishments planned and developed as a unit and related in size and type of shops to the trade area it serves. The primary distinction between neighborhood and community commercial centers lies in the difference as to trade area served and the range of uses. Typical uses in the Neighborhood/Community Commercial designation are neighborhood serving retail and service establishments.

Regional Commercial

The areas designated as Regional Commercial are, for the most part, existing regional shopping centers. In a few cases they reflect the cumulative attraction of a regional center and one or more nearby community or specialty commercial centers, or two or more community or specialty centers in close proximity whose combined drawing power is of a regional scale. All of the regional commercial areas are designated where there are existing shopping centers. Any completely new regional scale developments should be encouraged to locate in the Downtown Core Area.

General Commercial

This is a non-specialized commercial designation intended to permit miscellaneous commercial uses. It includes both strip commercial areas along major thoroughfares as well as freestanding commercial establishments. Business and professional office uses are allowed within this category as well. While shopping centers may be allowed, they are more appropriately provided for by the Neighborhood/Community Commercial

designation and, therefore, are not encouraged. Uses that have both commercial and industrial characteristics such as self-service warehousing, automobile lubrication, and other similar uses may be permitted provided that: 1) They comply with commercial development standards; 2) do not adversely impact nearby residential neighborhoods; and, 3) are not located within pedestrian oriented, or potentially pedestrian oriented, retail commercial strips.

Office

The primary allowed uses in this category are business and professional offices. Retail and other commercial uses may be allowed only as secondary uses in a larger office development. This designation can be used in association with hospitals in order to provide professional office support. Development should be of low intensity and compatible with surrounding uses. This designation can be used on margins of residential neighborhoods because it is not intrusive.

Core Area

This designation includes office, retail, service, residential, and entertainment uses in the Downtown Core Area. In the Downtown Core Area, the only limit on building intensity (and associated employment density) is expected to be the FAA height limitation which varies from approximately 120 feet (10± stories) to approximately 315 feet (23± stories) necessary to maintain obstruction-free air space around San Jose International Airport. High density commercial development is planned for the Park Center and San Antonio Plaza redevelopment areas, integrating a mix of office, hotel, commercial, residential, recreational, and cultural activities to create a balanced focus for the urban core in San Jose. Retail sales should be located at ground level.

Lower intensity commercial uses are appropriate in outer parts of the Core Area, peripheral to the high intensity Park Center/San Antonio Plaza area. General commercial uses along major corridors of the Frame Area should support the Downtown Core Area.

These outer areas are intended to provide locations for commercial activities that are not necessarily a part of the most intensely developed portions of Downtown, but which, for functional reasons, need to be in close proximity to activities in the Downtown Core Area.

Such entertainment uses as nightclubs, dance halls, and comedy clubs should be located within the Core Area provided that such uses do not adversely impact existing or planned residential uses or conflict with other General Plan goals and policies.

Development should incorporate pedestrian oriented design features at street level. Uses that discourage pedestrian activity and movement such as uses that serve the occupants of vehicles, i.e., drive-up service windows, are not considered appropriate. Uses that serve the vehicle, such as car washes and service stations may be considered appropriate when they do not disrupt pedestrian flow, are not concentrated, do not break up the building mass of the streetscape, and are compatible with the planned uses of the area.

In areas where the Core Area designation exists, higher density residential uses at 25+ dwelling units per acre or mixed use development of commercial and residential uses are appropriate as is development of either use individually. For mixed use projects, residential uses should generally be located above non-residential uses with commercial uses at street level. Residential uses should only be allowed where they are compatible with adjacent development.

Combined Industrial/Commercial

This category of use is designed to allow for developments containing a mixture of compatible commercial and industrial uses. It is also intended to allow either commercial or industrial use in areas which already exhibit

such a mixed land use pattern as to make it difficult to define rational boundaries for each of these categories. Two areas in which this condition exists are the Bayshore Freeway/ North First Street/ Highway 880 area and along Monterey Highway. The uses of the Industrial Park and Light Industrial land use categories are consistent with this use category. The uses of the Neighborhood/Community Commercial and General Commercial designations are appropriate in this designation but suburban-type shopping centers are not intended. However, a Planned Development Zoning that master planned a large mixed industrial and commercial area and included a shopping center with a grocery store may be considered consistent in the Combined Industrial/ Commercial designation.

Development intensities under this designation are likely to vary considerably based on the nature of the specific uses likely to occur in a particular area. In general, office development is not expected to exceed an FAR of 1.5 and typical commercial, industrial park, and light industrial development is not expected to exceed an FAR of 0.35. Average intensities are expected to be significantly less.

Industrial

The industrial land use designations are intended to accommodate a variety of use, ownership, design, and occupancy needs. In this way, a balance of diverse industrial uses will be encouraged in San Jose. Office and ancillary commercial uses compatible with industrial development are allowed in the Industrial Park and Light Industrial designations. Ancillary commercial uses are also allowed under the Heavy Industrial designation. In addition, large scale, high volume, single entity commercial uses may occasionally be allowed on lands designated Industrial Park, Light Industrial or Heavy Industrial when the establishment of such large scale commercial uses will not impair the character and functioning of existing or future industrial uses. In the following enumeration of industrial land use designations, each successive designation permits all uses permitted under previous designations, plus additional industrial uses. For those lands designated Light Industrial and Heavy Industrial, however, office and higher end industrial uses are discouraged to preserve the scarce, low cost land resources that are available for start-up industries or lower cost industrial operations. The preservation of the older, established industrial areas of San Jose that contain these land resources, such as the Monterey Corridor area, is important to the overall economic strategy of the City.

In order to retain industrial services/suppliers in the City and encourage expansion of these uses, specific industrial areas have been targeted for their location. Specifically, the following areas have been identified: the Old Oakland Highway/Berryessa Road area; within the Monterey Corridor area; within the Rincon de los Esteros Redevelopment Area south of Brokaw Road and east of Zanker Road; and within the area bounded by Coleman and Stockton Avenues, Highway 880 and Taylor Street.

The intensity of industrial development can be measured by both employment density and building intensity. For the most part, the variation in these factors is dependent on geographic location rather than on the particular land use designation. Employment densities are the more important measure for General Plan purposes since they determine the need for street and other infrastructure capacities and are used to plan these facilities. Building intensity measured by Floor Area Ratio (FAR) varies tremendously, depending on both (a) the specific use for which the building is designed (e.g., warehousing vs. assembly vs. research lab vs. office) and (b) the land use designation, zoning district and scale of surrounding development which are all considered in the site development and architectural review process.

The FARs and employment densities set forth in the table below are intended to be overall averages expected for each area regardless of

the industrial land use category. Because variation from these averages is expected on a project-by- project basis, they should not be regarded as maximum limits, except as noted for the Alviso, Berryessa and North San Jose areas. Likewise, these averages are not an entitlement that each development project can necessarily achieve. The requirement to comply with the High-Rise, Transportation Level of Service and other General Plan policies may dictate less intensive development in many instances. In this regard, the City Council may impose more restrictive standards in certain areas to solve localized infrastructure capacity problems, as has been done in the Golden Triangle area.

Research and Development and Campus Industrial are categories designed for single user projects as opposed to the multiple occupancies characteristic of other industrial areas. Industrial uses should, in general, be planned in reasonable proximity to residential development in order to facilitate shorter home-to-work commuting.

Industrial	Average Floor Area	Average Employees Per Acre
Almaden, Alum Rock, Cambrian-Pioneer, & Willow Glen	.35	20
Alviso*	.35*	25
Berryessa*	.35*	30
Central	.50	50
Edenvale	.60	51
Evergreen	.40	35
North Coyote	.40	40
North San Jose*	.35*	50
South Edenvale	.40	405
South San Jose	.35	25

*FARs for Alviso, Berryessa and North San Jose represent the area wide average for the Golden Triangle. FARs may vary within these three planning areas so long as the overall average is not exceeded. See North San Jose Area Development Policy, as amended.

Research and Development

This is the least intensive of the industrial land use designations in terms of permitted uses, required urban services and environmental effects. Industrial activities in this area are

limited to research, product development and testing, engineering and sales development and any other basic research functions leading to new product development and marketing. Manufacturing facilities, as such, would be limited to pilot plant operations for construction and testing of prototype products.
Parcels to be considered for the Research and Development designation will generally contain 50 or more acres and will be designed for a single user. An open space environment is intended here and developments in this category will be carefully reviewed for sensitivity of use and design. Aggregate building coverage will be restricted to approximately 15% of the total parcel area and most of the site will be landscaped or remain in a natural state.

Campus Industrial

This designation provides for a somewhat more intensive development and broader range of uses than the Research and Development category but with a unique campus design concept which takes advantage of the site's natural features and incorporates substantial amounts of landscaped and natural open space. In those areas in Evergreen where this designation abuts planned residential neighborhoods, buildings should be low profile

and residential in scale and character. Development in this designation should only occur under Planned Development zoning, in order to provide for thorough public review of the proposed uses and design.
Parcels created within each development should be a minimum of 20 acres. It is the intent of this designation to encourage the assembly of existing parcels which are less than 20 acres into larger parcels. The maximum intensity of development should be no more than 30% building coverage. A minimum of 25% of each site should be landscaped. Employment densities are planned at 40 workers per net acre. Each parcel in the Campus Industrial category will be designed for a single user.

The uses occurring in this category will be industrial research and development, administration, marketing, assembly and manufacturing. Warehousing will be allowed only when strictly ancillary to the primary uses.

Research, Development and Administrative Office

This designation provides for a more restricted range of uses than Industrial Park as it is intended for application in infill locations and other areas where a full range of manufacturing uses is not appropriate. The principal uses allowed under this designation are general business offices, professional offices, computer and programming services, and research and engineering laboratories. Manufacturing and assembly are limited to pilot plant operations for construction and testing of prototype products or small scale production that does not involve outdoor activities traditionally associated with manufacturing operations, such as storage tanks, substantial truck traffic and the like.

Parcels of ten acres or more are considered suitable for this designation. Development should occur only under a unified, master plan concept which may accommodate several tenants. Buildings should be of a residential scale and character and shall take into account the sensitive nature of neighboring residential uses. Because of its intended use in infill locations, development under this designation should be allowed only under Planned Development zoning.

Industrial Park

Industrial uses are consistent with this designation insofar as any functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls. Office uses as well as retail sales and service establishments are appropriate uses in this designation. Limited large scale, high volume, single entity commercial uses may also be suitable in this designation.

The primary difference between this use category and the "Light Industrial" category is that performance and design standards are more stringently applied to Industrial Park uses primarily with respect to landscaping requirements. The development standards of the I-Industrial zoning district are illustrative of this concept.

An Industrial Park development may be either a single use or a development containing several separate uses, which is zoned, planned, developed and managed as a unit. In either case, a project would be designed to comply with more stringent development standards than in the Light Industrial category.

Light Industrial

Like the Industrial Park designation, the Light Industrial designation is also intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Because of the limited supply of land available for industrial suppliers/services firms in the City, General Plan land use changes on sites designated Light Industrial are discouraged within prime industrial areas of the City. The design controls for this category of use are not as stringent as for the "Industrial Park" uses. Examples of typical uses within this designation

are warehousing, wholesaling, light manufacturing, and service establishments serving businesses and their employees located in the surrounding industrial areas. Office uses as well as retail sales or limited large scale, high volume, single entity commercial uses may be considered appropriate uses under this designation.

Heavy Industrial

This category is intended for industrial uses with nuisance or hazardous characteristics which for reasons of health, safety, environmental effects, or welfare are best segregated from other uses. Extractive and primary processing industries are typical of this category. The Heavy Industrial designation is the appropriate category for solid waste transfer and processing stations, but only for sites which meet all General Plan policies such as adequate access, compatibility with surrounding land uses and preservation of the character of residential neighborhoods. The Heavy Industrial designation is applied only to areas where heavy industrial uses presently predominate. Because of the limited supply of land available for heavy industrial uses, land use changes should be discouraged on sites with this designation in prime industrial areas of the City. Office, research and development and wholesaling uses are discouraged under the designation in order to reserve development sites for traditional industrial activities, such as heavy and light manufacturing and warehousing. Retail sales and service establishments serving nearby businesses and their employees as well as limited large scale, high volume, single entity commercial uses may be considered appropriate where such establishments do not restrict or preclude the ability of surrounding Heavy Industrial land from being used to its fullest extent.

Mixed Use

This designation allows for developments consisting of one or more of the three major use categories -- residential, commercial, and industrial. This designation is intended to provide flexibility and encourage developers to build innovative projects.

The Mixed Use designation can be applied as an overlay to the Medium Density Residential (8 DU/AC), High Density Residential (12-25 DU/AC), General Commercial, Office, and Industrial Park land use designations, or, it may be applied to a property without an underlying land use designation. Discretionary Alternate Use policies that pertain to affordable housing may be allowed under Planned Development zoning as an alternative to or modification of an approved Mixed Use designation. In the case of properties with an underlying land use designation, the underlying designation determines the predominant land use as well as the mix of alternate uses allowed by the overlay. A choice of land use combinations provides an opportunity for flexibility and for maximizing the natural amenities of the site. Development must be consistent with the intensities and densities specified for both the underlying designation as well as the alternate designations as applied to the net acreage devoted to each use.

In those cases where a mixed use is proposed without an underlying land use designation, the project proponent must describe the proposed types of uses and the intensity ranges to be allowed on the site. The approved mix of uses and their intensities will be listed and described in Appendix F (Mixed Use). Development under this designation should be designed and built so that the mix of uses are functionally connected to create a cohesive whole.

The Mixed Use designation should be used infrequently and only in those situations that ensure the best use of unusual properties or create special opportunities for the City and its residents. Mixed uses should be permitted only if the development is compatible with surrounding land uses and the goals and policies of the General Plan.

Since the conventional zones of the Zoning Ordinance are not designed to accommodate a mix of uses in a project, mixed use developments will require a single Planned Development zoning to cover the entire site. This zoning must be consistent with the combination of uses permitted by the underlying land use designation, or use descriptions listed in Appendix F, and the specifications for minimum acreages or intensity ranges.

Medium Density Residential (8 DU/AC) with Mixed Use overlay

The minimum land area necessary to apply the Mixed Use overlay to the Medium Density Residential (8 DU/AC) designation is 25 acres. At least 60% of the site must be developed with residential uses at a density of 8 dwelling units per net acre. Provided that a minimum of 5 acres is devoted to each alternate use, the remaining site acreage may be developed with a combination of any of the following: General Commercial, Industrial Park, and/or Medium High Density Residential (8-16 DU/AC).

High Density Residential (12-25 DU/AC) with Mixed Use overlay

The minimum land area required to apply the Mixed Use overlay to the High Density Residential (12-25 DU/AC) designation is 10 acres. Residential uses developed at a net density of 12 to 25 dwelling units per acre must comprise at least 60% of the total site. If a minimum of 4 acres is provided for each alternate use, the remainder of the site may be developed with General Commercial and/or Industrial Park uses.

General Commercial with Mixed Use overlay

To apply the Mixed Use overlay to the underlying land use designation of General Commercial, a minimum 10 acre site is required. Commercial activities must occupy at least 60% of the land area. The alternate use of High Density Residential (12-25 DU/AC) must occupy at least 4 acres of the site.

Industrial Park with Mixed Use overlay

The minimum required land area for Industrial Park with Mixed Use overlay is 10 acres. For sites between 10 and 40 acres, a minimum of 5 acres may be developed with Medium High Density Residential (8-16 DU/AC), High Density Residential (12-25 DU/AC) or Very High Density Residential (25-40 DU/AC) uses provided that at least 50% of the land area is developed with Industrial Park uses. For sites greater than 40 acres, at least 25% of the land area must be developed with Industrial Park uses. The land use mix on these larger sites may include any combination of General Commercial, Office, and/or Medium High Density Residential (8-16 DU/AC), High Density Residential (12-25 DU/AC) or Very High Density Residential (25-40 DU/AC) provided that at least 10 acres is devoted to each alternate use. None of the above referenced restrictions on the mix of land uses apply in the Golden Triangle area (those Industrial Park lands located north of the boundary formed by The Alameda, Interstate 880, U.S. 101 and Berryessa Road) if 100% of a site designated Industrial Park with Mixed Use overlay is to be developed residentially. Any other combination of uses in the Golden Triangle area must comply with the formulas stipulated above. Any residential development under the Industrial Park with Mixed Use overlay designation must be located adjacent to, and integrated with, existing or planned residential neighborhoods or be large enough to create a residential neighborhood that is independently viable.

Office with Mixed Use overlay

This designation permits mixed use projects which combine two uses within a single structure. If offices are developed on the ground floor, upper floors must be developed entirely with Office or entirely with Very High Density Residential (25-40 DU/AC) uses. The total allowed units should be based on the net

site acreage. When General Commercial uses are developed on the ground floor, upper floors must be entirely developed with Office uses.

Mixed Use with no Underlying Land Use Designation

A minimum of two uses must be combined to use this designation with no use occupying less than 10% of the site area or less than 10% of the total building square footage proposed. The uses to be combined must be described in terms consistent with the Land Use/Transportation Diagram designations listed above. The intensity ranges of these uses should be described in terms of acreage or building square footage, and, for residential uses, number and type of dwelling units. The uses and intensity ranges allowed for sites with this designation are listed in Appendix F, define the parameters for development of such sites and cannot be modified without a General Plan amendment.

Airport Approach Zone

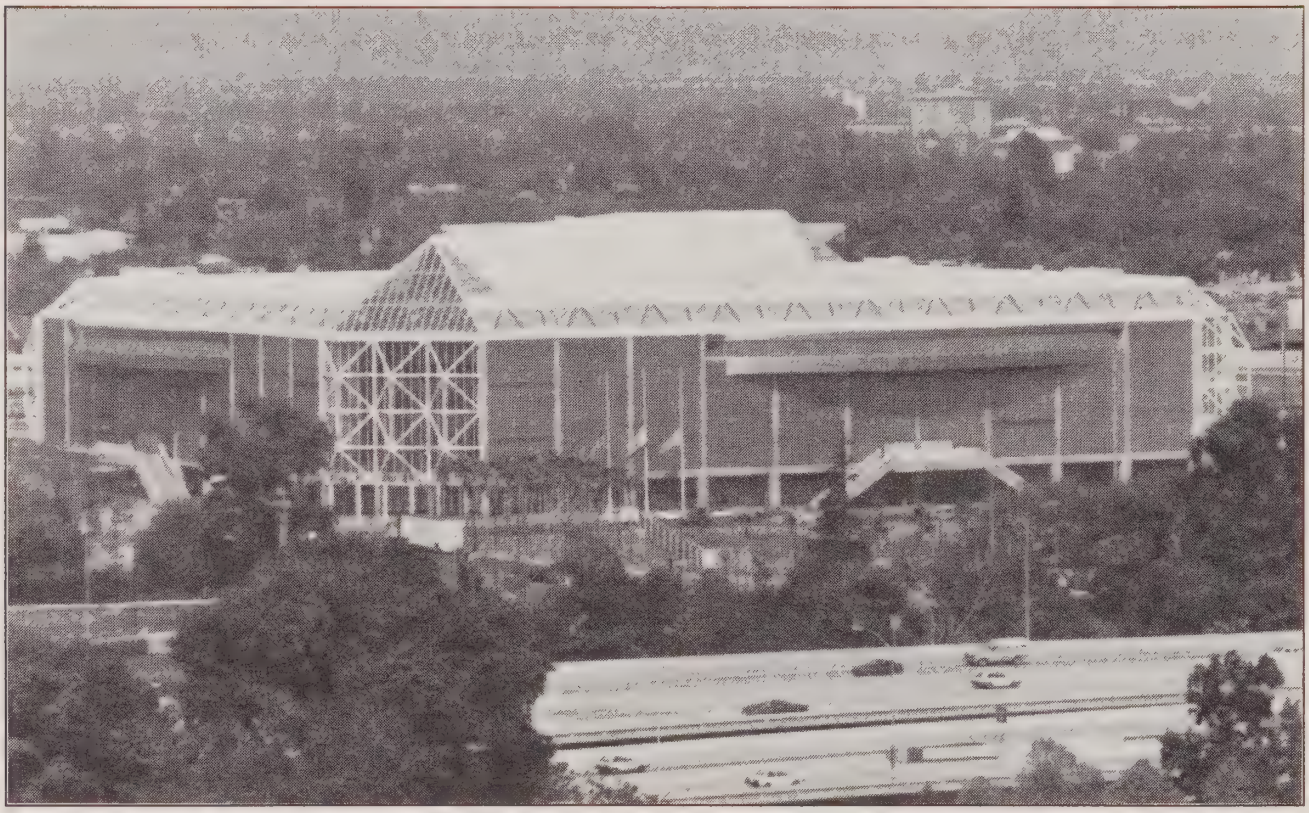
This overlay designation is intended to control the allowed land uses within the generalized "approach area" for aircraft landing at San Jose International Airport. The impacts of aircraft noise and potential safety hazards to persons and property on the ground are primary considerations. Land uses within the Airport Approach Zone are to be consistent with the requirements of the Federal Aviation Administration grants. New residential uses are inconsistent with the Airport Approach Zone designation. Areas with an underlying land use designation of Public Park and Open Space are intended for uses which meet City-wide recreation and open space needs. In areas with no underlying designation, uses allowed in the City's present I-Industrial and IP-Industrial Park Zoning Districts are appropriate. All industrial uses allowed in this category must conform to the intensity limits and development criteria described under the industrial land use categories above but are expected to be less intense in general. All land uses and development should conform to Federal, State and local regulations regarding airport noise and safety impacts.

Public/Quasi-Public

This category is used to designate public land uses, including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. Joint development projects which include public and private participation - such as an integrated convention center/hotel/restaurant complex - are allowed. This category is also used to designate lands used by some private entities, including public utilities and such institutions as churches, private schools and private hospitals. Development intensities expected under this designation should generally be no greater than a FAR of 1.5. The development intensities in this category can be expected to vary significantly from very low (e.g., airports, corporation yards) to very high (e.g., government offices). The average intensity across the whole category, however, is not expected to exceed a FAR of 1.5. Freestanding communication structures, however, are not allowed under this designation unless the site is adjacent to an arterial street, the structure is designed or located to significantly minimize its visibility, and the proposal is consistent with applicable General Plan Urban Design height limit policies for structures other than buildings. Only existing uses and ownerships and future uses for which substantial planning has been completed are designated Public/Quasi-Public. New Public/Quasi-Public uses may be established according to the Discretionary Alternate Use Policies. The Discretionary Alternate Use Policies Section also describes the process for determining an appropriate alternate use of properties designated for Public/Quasi-Public use.

Public Park and Open Space

This designation is applied to lands which are publicly owned, though in some instances



public access may be restricted. These lands are devoted to open space use for the most part, although more intensive development is an inherent part of many of the properties so designated. It is intended that this designation be applied only to lands owned by public agencies or programmed for acquisition, although facilities and activities developed and operated wholly or partially by concessionaires and other private entities are also considered appropriate under this designation.

The most prevalent Public Park and Open Space uses are City and County parks. Other properties included in this designation are publicly owned open space lands and recreation facilities other than parks, including the South San Francisco Bay National Wildlife Refuge, the Santa Clara Valley Water District creeks and percolation ponds and the Airport Approach Zone recreation complex. Non-open space uses to which this designation is applied include such major facilities as the County Fairgrounds, PAL Stadium, and the Historical Museum, as well as golf course club houses and similar ancillary facilities, community centers and concession facilities.

The locations of neighborhood and district parks are in most cases specifically defined on the Land Use/Transportation Diagram. There are cases where a park is needed, but where either no specific site has yet been identified or where the details of surrounding development have not been finalized. In these cases, the designation for the park will be indicated by the letter "P". This symbol represents a "floating" designation and is only intended to indicate a general area within which a park site will be located. The specific size, location and configuration of such park sites will only be finalized through acquisition of a particular parcel. In addition, for park sites which are specifically identified on the Land Use/Transportation Diagram, no General Plan amendment shall be required to modify the general location, size or configuration of such park sites.

Private Open Space

This category designates privately-owned lands used for low intensity, open space activity primarily within the Urban Service Area. This designation is usually applied to existing uses but can be applied to other lands when their proposed use conforms to this category. Appropriate uses in this category include cemeteries, salt ponds, and land which is restricted to agricultural use and private buffer lands.

Private Recreation

These are uses of a higher intensity than the Private Open Space category and are generally, but not necessarily, of an open space character. The range of allowable uses is broader than for the Private Open Space category and includes those uses allowed under the Private Open Space category. Uses also include amusement parks, country clubs, golf courses, tennis clubs, driving ranges, recreational vehicle parks and private campgrounds. Ancillary commercial uses (bars and restaurants) are allowed in conjunction with private recreation uses. The intensity of any combination of buildings or structures developed under this category is expected to be limited. A FAR of 0.05 could be considered typical.

Rural private recreation uses may be located outside the Urban Service Area. A private recreation use is considered rural if it is low intensity, is compatible with surrounding non-urban uses, requires minimal permanent changes to existing terrain and vegetation, and involves little paving and few structures. Examples include golf driving ranges, corporate picnic or outdoor recreation facilities, riding stables and recreational vehicle campgrounds, with ancillary commercial uses limited to those which are integral to the primary use (such as a pro shop at a golf driving range). Rural private recreation uses may be approved only under Planned Development zoning. Planning and design standards for rural recreation uses should ensure visual and environmental compatibility with adjoining and nearby non-urban uses.

Non-Urban Hillside

This land use is proposed for most hillside areas above the fifteen percent slope line. Because of the pervasive geologic conditions in the hills (landsliding, soilcreep, earthquake faults) and the extraordinary public costs of hillside development, uses must be limited to those having very little physical impact on the land and requiring no urban facilities or services. There is also a need to preserve watershed and prime percolation soil areas. Protecting natural habitats and minimizing the visibility of development are important to enhance the open space character of these land areas. Very low intensity uses, such as grazing, tree farming, or very large lot residential estates, are potential uses under this category.

The maximum residential density on property with a Non-Urban Hillside designation is determined by the Hillside Slope Density Formula which defines minimum lot sizes between 20 and 160 acres (i.e., a density range of .05 to .0063 DU/AC) based on average slope of an existing legal parcel. The average slope of an existing legal parcel is calculated as follows:

$$S = 0.00229 \times IL/a$$

Where:

"S" is the average slope of the parcel in percent
"I" is the contour interval in feet;
"L" is the combined length of contour lines in feet; and,
"A" is the gross area of the parcel in acres.

This average slope of the parcel is then used to calculate the minimum land area per dwelling unit allowed on that parcel. If "S" is 10% or less, the minimum land area per dwelling unit is 20 acres. If "S" is 50% or greater, the minimum land area per dwelling unit is 160 acres. If "S"

is between 10% and 50%, the minimum land area per dwelling unit is calculated as follows:

$$a = 1/0.0609375 - (0.00109375 \times S)$$

Where:

"a" is the minimum land area per dwelling unit: and,
"S" is the average slope of the parcel in percent.

Lower densities, i.e., larger lot sizes, may be required in some locations in order to satisfy the geologic, public service cost, watershed, natural habitat and visual concerns cited above. Clustering of the allowable density is an appropriate means to encourage open space preservation and reduce impacts associated with on-site grading necessary for development and roadways. Development under this land use designation should be consistent with the Hillside Development policies of the General Plan.

The intent of the fifteen percent slope line, as a general planning criterion, is to define the limit of the encroachment of urban land uses into the hillsides that border the valley floor. Areas above the fifteen percent slope line should be designated Non-Urban Hillside and remain outside the Urban Service Area boundary. The Land Use/Transportation Diagram is not intended to show the fifteen percent slope line precisely on any specific parcel, as this is possible only with site specific topographic information. Therefore, where site specific information locates the fifteen percent slope line more precisely, the Non-Urban Hillside density should be applied only to the area above the fifteen percent slope line. In cases where the fifteen percent slope line is located more precisely up slope from the Land Use/Transportation Diagram designation, the down slope land use designation or density should be applied to the additional area up to the precise fifteen percent slope line. In cases where the fifteen percent slope line is located more precisely down slope from the Land Use/Transportation Diagram designation, the Non-Urban Hillside designation should be applied to the additional area down to the precise fifteen percent slope line.

Agriculture

A variety of agricultural uses are allowed in this category, including grazing, dairying, livestock raising, feedlots, orchards, row crops, nursery stock, flower growing, ancillary residential uses, ancillary commercial uses such as fruit stands and the processing of agricultural products. The intensity of any combination of buildings or structures developed under this category is expected to be limited. A FAR of 0.05 could be considered typical but in some cases agricultural use utilizing greenhouse structures may maintain a FAR of 0.8.

The minimum parcel size in the area planned for Agriculture is twenty acres. This designation is applied in the southerly area of Coyote Valley and is intended to support the existing agricultural uses in that area. No uses or structures are allowed which would require urban services, such as sanitary sewerage or urban street improvements.

Solid Waste Landfill Site

The Solid Waste Landfill Site land use designation includes two subcategories:

a. Existing Solid Waste Landfill Site. This land use designation indicates the location of an active, i.e. currently operating, solid waste facility or a fully permitted facility that has not initiated operations. Existing Solid Waste Landfill Sites are indicated by the letters "SW." Guadalupe Mines, Kirby Canyon, Newby Island, Owens-Corning and Zanker Road are currently designated active sites.

b. Candidate Solid Waste Landfill Site. This land use designation indicates a location under consideration for development as an active Solid Waste Landfill Site. Candidate

sites are indicated by the letters "CSW." All current candidate sites are located in inland canyon locations. These sites include Encinal, Metcalf and Tennant Canyons.

A Solid Waste Landfill Site designation is overlaid on another land use designation and represents a potential alternative to the uses otherwise allowed by the underlying designation. The symbols "SW" and "CSW" represent "floating" designations and are only intended to indicate general locations so that the actual facility will be sited in the most environmentally suitable location. The Existing and Candidate Solid Waste Landfill Site overlays are compatible with the underlying designations of Public/Quasi-Public, Non-Urban Hillside and Private Open Space.

The development of Solid Waste Landfill Sites may occur under public or private proprietorship and may include such related or ancillary activities as equipment maintenance. Other uses which may be allowed include the collection and processing of materials to be recycled, composting of waste and energy/transformation operations. The allowed uses pursuant to this designation may be permitted only under Planned Development zoning and should comply with the Solid Waste goals and policies of this Plan.

The designation of a Candidate Solid Waste Landfill Site should be applied only in non-urban locations, outside of the Urban Service Area, where no adjacent or nearby properties are devoted to or planned for uses incompatible with the operation of a landfill. Non-urban land use designations on surrounding or nearby properties may be changed only if the proposed Plan amendment incorporates measures to maintain compatibility with the existing or Candidate Solid Waste Landfill facility. The City Council may acquire or approve a specific solid waste landfill site only if surrounding land uses are compatible with the operation of such a site.

Areas of Historic Sensitivity

In the vicinity of the designated historic sites, structures, and districts listed below and designated on the Land Use/Transportation Diagram, all development should be designed to enhance the character of the designated historic resource, consistent with the Historic, Archaeological and Cultural Resources policies. Areas of Historic Sensitivity is an overlay designation intended to control only design and does not affect the underlying land use designation.

a. St. James Historic Area (including the Scottish Rite Temple, First Universalist Unitarian Church, Eagles Club, Trinity Episcopal Church, U.S. Post Office/St. James Branch, Santa Clara County Courthouse, Christian Science Church, Sainte Claire Club and the Four Wheel Brake Building); the area of historic sensitivity includes all properties fronting on St. James Park.

b. The Alameda Historic Landmark area; the area of historic sensitivity includes all properties fronting on The Alameda between Interstate 880 and Julian Street/Martin Avenue.

c. The Hensley Historic Area; the area of historic sensitivity includes all properties within the Hensley Historic District as listed on the National Register of Historic Places.

d. The Almaden Winery Historic Landmark; the area of historic sensitivity includes the entire Almaden Winery site located on the south side of Blossom Hill Road approximately 1,500 feet easterly of Camden Avenue.

Coyote Greenbelt

This overlay designation depicts the area in the Coyote Valley proposed as a permanent, non-urban buffer between San Jose and Morgan Hill. Allowed land uses and development

standards in this area should be consistent with the base land use designations (Agriculture and Rural Residential) covered by the overlay.

Hazardous Waste Disposal Site (Residuals Repositories)

This land use designation indicates those locations which could potentially be developed as hazardous waste disposal sites (residuals repositories). The development of such sites may occur under public or private proprietorship. The only other uses which may be allowed on hazardous waste disposal sites include transfer, treatment, storage and incineration facilities. The establishment and operation of any hazardous waste disposal site facility or other allowed use pursuant to this designation may be permitted only under a Planned Development zoning and should comply with the Hazardous Waste goals and policies of this Plan. The intensity of development expected for any combination of buildings or structures is a FAR of approximately 0.05.

This designation will be indicated on the Land Use/Transportation Diagram by the letters "HW" overlaid on another land use designation and represents a potential alternative to the uses otherwise allowed by the underlying designation. This symbol represents a "floating" designation and is intended to indicate only a general location. The exact size, location and configuration will be finalized through the acquisition or approval of a specific hazardous waste residuals repository site following certification of a site-specific EIR.

This designation is applied only in non-urban locations for which there are no surrounding or nearby properties devoted to or planned for uses incompatible with the operation of a residuals repository. The City Council may approve a specific hazardous waste disposal site only if surrounding land uses are compatible with the operation of such a site, and the site meets the Siting Criteria identified in Appendix G. Non-urban land use designations on surrounding or nearby properties may be changed only if the proposed General Plan amendment incorporates measures to maintain compatibility with the potential hazardous waste disposal facility. ■

DISCRETIONARY ALTERNATE USE POLICIES

The policies below specify conditions under which an alternative to uses otherwise allowed in a particular Land Use/Transportation Diagram designation may be determined to be in conformance with the General Plan. The alternate use would be permitted without a Land Use Diagram amendment. These are limited alternatives designed to meet the following objectives:

- Foster and encourage the implementation of such General Plan goals and policies as the production of affordable housing, the preservation of historic structures, or the development of high quality and well designed projects.

- Provide the flexibility to most appropriately apply policies in achieving the true intent of the General Plan which might be undermined by an overly rigid application of land use designations.

- Streamline the development review process by avoiding, in those cases where appropriate, the time consuming process of amending the General Plan.

The application of Alternate Use policies is intended to be infrequently used in any one neighborhood in order to avoid disrupting the neighborhood's character. The alternate use should be compatible with the surrounding uses. All applicable General Plan policies, including those intended to protect existing residential neighborhoods from the encroachment of incompatible land uses, should be taken into consideration.

Two Acre Rule

One of the goals of the General Plan is to encourage infill development. For some infill sites, physical or environmental constraints may require innovative design solutions. To further this objective, existing parcels of two acres or less may have an allowed use other than that designated on the Land Use/Transportation Diagram as follows:

- Parcels with a residential land use designation may be developed at the next higher or lower density range.

- Parcels with a non-residential land use designation may be developed under any residential or non-residential category.

The alternate land use allowed by this policy should be compatible with existing and planned uses on adjacent and neighboring properties. To use this policy, projects should exceed the minimum standards of the Zoning Ordinance and adopted design guidelines.

Surplus Public/Quasi-Public and Public Parks/Open Space Land

An alternate use of property designated for Public/Quasi-Public or Public Parks and Open Space use may be approved under Planned Development zoning without an amendment to the Land Use/Transportation Diagram if such alternate use is compatible with existing and planned uses on neighboring properties and is consistent with applicable General Plan policies. The determination of such compatibility and consistency includes consideration of whether the site, in light of the overall planning for the surrounding area, would more appropriately be designated for uses of a public, quasi-public or recreational nature.

Structures of Historical or Architectural Merit

Land uses other than those designated on the Land Use/Transportation Diagram may be allowed on sites with structures of significant historical or architectural merit if to do so would enhance the likelihood that the historic/architectural qualities would be preserved, and the use would not otherwise be incompatible with the surrounding area. Such

alternate use(s) should be allowed only under Planned Development zoning.

Live/Work Policy

This policy is intended to encourage mixed uses in appropriate non-residential or existing mixed use areas, to help achieve an incremental reduction in commute traffic, to facilitate the adaptive reuse of otherwise obsolete structures and to promote the growth of arts in the community. In furtherance of this objective, combined studio/workshop space and living quarters for artists, craftspersons, engineers, computer programmers, personal service providers, and others requiring a basic personal workspace and engaged in activities generally compatible with the quasi-residential nature of the project may be located in new buildings or existing buildings (particularly older commercial and industrial buildings) wholly or partially converted for this purpose. The residential facet of this use will be allowed only in combination with individual studio, office, or workshop space of the residents and is intended to provide an integrated working/living environment. Other uses -- such as galleries, antique shops, restaurants and the like -- may also be incorporated into these projects as deemed appropriate.

Residential Uses on Commercially Designated Parcels

Higher density residential development (minimum 12 dwelling units per acre) or mixed use commercial/residential development may be allowed under Planned Development zoning on properties which are located on major thoroughfares and designated for Neighborhood/Community Commercial, General Commercial, or Regional Commercial use if such development: (a) takes access from the major thoroughfare; and (b) is of a size and design which would provide an appropriate residential environment within the larger non-residential environment. The maximum density of residential development allowed under this policy shall be 40 dwelling units per acre for properties on Major Arterial (115-130 ft. ROW) streets and 25 dwelling units per acre for properties on Minor Arterial (80-106 ft. ROW) or Major Collector (60-90 ft. ROW) streets.

Density Bonuses for Rental Housing

In order to encourage the production of rental housing, rental housing projects proposed on sites of greater than two acres may be approved within the next higher density range than that shown on the Land Use/Transportation Diagram. The alternate density allowed herein may be approved only in the context of a Planned Development zoning which precludes condominium, cooperative apartment or other ownership of individual units for a minimum period of twenty years.

Density Bonus for Affordable Housing

In order to encourage the production of housing units affordable to low- or moderate-income households, a density bonus may be provided under a Planned Development zoning. For a residentially-designated property, a density bonus is allowed for proposed housing projects of five units or more which will contain units affordable to households of very low-, low-, or moderate-income. The percentage of density bonus should not exceed the percentage of proposed units affordable to very low-, low- or moderate-income households except that a density bonus of 25% would be allowed for a project with at least 10% of its units affordable to households of very low income or 20% affordable for households of low income.

Location of Projects Proposing 100% Affordable Housing

In order to encourage the production of housing units affordable to low- and moderate-income households, flexibility as to the use and density permitted may be provided. For properties designated for Residential, Commercial, Industrial, Mixed Use, or Public/Quasi-Public use on the Land Use/Transportation Diagram,

development of housing at any density may be allowed under Planned Development zoning if such housing in its entirety is:

- Rental or ownership housing affordable to very low-, low- or moderate-income households.
- Proposed for a site and density compatible with surrounding land use designations.
- Located on a site consistent with the housing distribution policies of this Plan.

Population-Dwelling Unit Equivalency

A residential development designed to have a maximum population, rather than a number of dwelling units, may be found consistent with a residential land use designation by using a "population-dwelling unit equivalency" calculation. To calculate population dwelling unit equivalency, the density allowed under the existing General Plan land use designation is multiplied by the average household size for the City to determine the number of conventional dwelling units to which the development would be equivalent. Application of this Alternate Use policy is appropriate for residential developments which have lesser traffic impacts and lesser demands for City services than would be expected for an equivalent population occupying conventional dwelling units. Examples include senior citizens housing, convalescent hospitals and independent-living establishments for handicapped persons.

New Public/Quasi-Public Uses

The Land Use/Transportation Diagram does not specify sites for all future public or quasi-public development. For sites without the Public/Quasi-Public land use designation, the determination of conformance with the General Plan of proposed public or quasi-public developments will be made on the basis of the applicable General Plan goals and policies and a demonstrated need for the public/quasi-public facility being proposed, not on the basis of the land use designation applicable to the property. However, because of a limited supply of land available for multiple-family housing, public/quasi-public uses are discouraged in areas designated for residential densities exceeding twelve units per acre except in the Downtown Core Area.

Reuse of Non-Conforming Residential Properties

In order to protect and enhance the established character and scale of development in residential neighborhoods, an existing structure may be converted to residential use which does not conform to the applicable land use designation if to do so would improve land use compatibility with the surrounding neighborhood and would preserve the existing structure. For example, this policy would allow a residence in a single-family neighborhood that had previously been converted to a residential service facility or other group living arrangement to be converted to condominiums. Such conversions may be allowed only under a Planned Development zoning which can address the on-site parking, tenancy and other factors which are deemed important for determining compatibility with the neighborhood.

Residential Density Increases Along Major Transportation Arterials or Corridors

In order to encourage the production of housing and the utilization of existing or proposed mass transit facilities, the allowable density on certain properties designated for residential use may be increased to at least 12 DU/AC but no more than 40 DU/AC. Such density increases may be allowed only if the following criteria are met:

- The project is within a 2000 foot radius of a light rail station, within the Downtown Frame Area, or within 500 feet of the following major arterials radiating from the Downtown Core Area:

- South and North First Street (to U.S. Highway 101)
- East and West Santa Clara Street
- The Alameda (north to Shasta/Lenzen)
- West San Carlos Street/Stevens Creek (to Interstate 880)

- The project exceeds minimum City design standards and is of exceptional quality.

- The project is designed to integrate with the existing neighborhood and does not impair the viability or character of the neighborhood.

- The project complies with the Transportation Level of service policy and does not require any long term mitigation measures to be in place before it can be developed.

The alternative densities allowed herein may be approved only through the Planned Development zoning process.

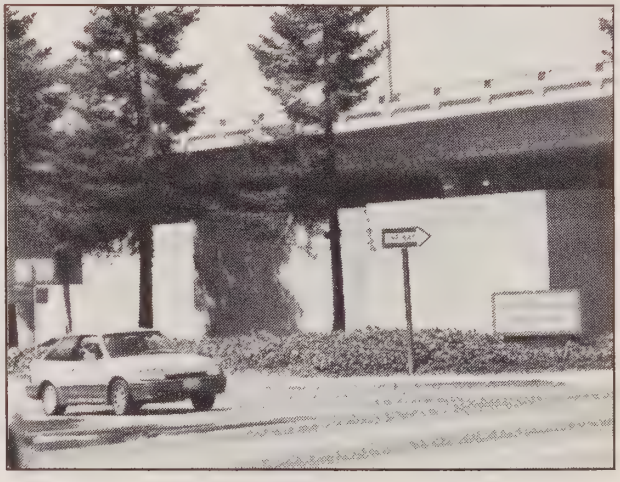
Neighborhood Serving Commercial Uses on Residentially Designated Parcels

Expansion of a commercial use which is located within a residential neighborhood and is separate from any larger commercial area in the neighborhood may be allowed under a Planned Development zoning on properties designated for residential use provided that the total area of new and existing contiguous commercial properties does not exceed 30,000 square feet, that the use is primarily neighborhood serving, that the scale of any new structures and associated activity is compatible with the surrounding neighborhood and that the surrounding neighborhood not be subjected to undesirable impacts from the commercial use such as parking, noise, littering, odors, hours of operation, etc.

Any rezoning of residential structures should be structured to facilitate the re-establishment of residential use if circumstances warrant.

Non-transportation Uses Within Developed State Transportation Corridors

In an area which is designated as a State Transportation Corridor and which is fully developed as a freeway or multi-modal transportation facility, an additional non-transportation use may be allowed on vacant lands (including land located under raised freeway structures) which are offered for lease by the State. Where such sites are not desired for use as public parking, other uses may be considered to the extent that they are compatible with the developed freeway and with surrounding uses. No additional use should be allowed which contributes to deterioration of service level on the freeway, on adjacent streets or at nearby signalized intersections or is impacted by noise. The maximum intensity of development allowed under this category should be limited to a FAR of 1.0.



Any non-transportation use which is approved should be visually integrated with freeway structures and should incorporate substantial areas of high quality landscaping. Because development of these sites is unique and sensitive, it should occur only under Planning Development zoning.

Alternate Designation for Proposed Freeways and State Transportation Corridors

When an area is designated as a proposed freeway or State transportation corridor and its dedication is not required by the City, that area has an alternate land use designation. Unless that alternate land use designation is specifically shown on the Land Use/Transportation Diagram, the alternative land use designation is the designation of the property which bounds the proposed corridor. If the proposed corridor is bounded by more than one designation, each designation applies to the centerline of such corridor.

In the event land is subdivided within a future freeway or State transportation corridor, the recorded Parcel Map or Subdivision Map shall show the corridor traversing the lots.

If the City does not require dedication of an area designated as a proposed freeway or State transportation corridor, the City may nevertheless accept dedication of the area for reservation of the corridor. If a portion of the dedicated parcel remains outside the corridor, the City may permit that portion of the property bordering the corridor to be developed with a greater intensity if all of the following criteria are met:

a. The subject property includes a portion of the parcel within the proposed corridor and a portion bordering it.

b. Both portions have the same alternate land use designation.

c. The development intensity permitted on the portion of property bordering the proposed corridor does not exceed the amount which would otherwise have been permitted on the entire parcel if dedication had not been accepted. ■

TRANSPORTATION DIAGRAM

The Transportation components of this Plan include both existing and planned transportation improvements. The planned transportation facilities are expected to be constructed at some point in the future. This planned transportation network is consistent with all adopted City, County and regional transportation plans. The Land Use components of this Plan set forth all the planned development that may occur over the life of the Plan. Upon full completion of the transportation network and buildout of the planned land uses, the transportation system will fully support the traffic generated by the increased growth.

Due to the long-range planning horizon for this Plan, the City cannot accurately predict the exact timing of the transportation improvements. Not all of these improvements nor buildout of the planned land uses will necessarily be constructed within the timeframe of the Plan. Therefore, to ensure that the Transportation and Land Use components of this Plan remain correlated at interim stages and that development does not occur without an adequate transportation network, development should conform to the City's Transportation Level of Service Policies as set forth in this Plan. This will ensure that development will occur in conjunction with the necessary local and/or regional transportation improvements. This policy will be implemented through the use of the implementation and mitigation policies contained in this Plan. This may require the phasing of development so that development is correlated to completion of transportation improvements.

The City's transportation system has a number of components which together perform the critical function of moving people and goods from one place to another. The suburban nature of the City, together with the geographical imbalance of the jobs and housing centers within the County, cause many segments of the transportation system to function beyond capacity during the peak commute hours.

The Transportation System includes three major components: the Thoroughfare Network (including rail lines), the Transit System and a group of travel control measures called Transportation Systems Management. Rail transit routes can be incorporated into many types of thoroughfares and rail lines. To emphasize the importance of rail transit, a separate diagram is included in the General Plan to clearly set forth these routes.

Thoroughfares

The Thoroughfare network is designated on the Land Use/Transportation Diagram and denotes the location and type of all of the components of the City's thoroughfare or street network except minor streets. The Diagram indicates the ultimate planned right-of-way width for the various types of City streets. Other facilities, such as transportation and transit corridors, freeways and expressways are described according to their function rather than specific right-of-way width.

The following are the definitions of the thoroughfare network components, as designated on the Land Use/Transportation Diagram.

State Transportation Corridor

A facility designed to accommodate several different travel modes, such as transit and automobile travel. In general, such a corridor provides no access to abutting properties and its primary function is traffic movement. This designation provides for a 130 foot wide right-of-way multi-modal transportation corridor, providing for development of transportation facilities potentially including, but not limited to, major arterial/expressway roads, busways, light rail, bike paths, equestrian trails and pedestrian paths.

Transit Mall

A street or streets improved for pedestrian use near key transit stops. While the roadway is retained, it is reserved primarily for buses, light rail (street cars) and service vehicles, but not necessarily for automobiles.

Pedestrian Mall

A right-of-way primarily used by pedestrians which is designed to provide safe, attractive and convenient access to portions of the Downtown and Frame Areas where significant pedestrian traffic exists or where pedestrian traffic is encouraged. Light rail transit facilities are also appropriate in pedestrian malls. Automobiles, trucks and other vehicles (except emergency vehicles), and parking are not appropriate in pedestrian malls. Structures, other than those that support the pedestrian mall or light rail transit facilities, should not encroach into pedestrian mall rights-of-way. The Paseo de San Carlos (formerly East San Carlos Street between Fourth and Tenth Streets) is designated as a pedestrian mall and is intended to facilitate the safe movement of students and other pedestrians between the San Jose State University campus and adjacent Downtown neighborhoods.

Freeway

A facility designed solely for traffic movement, providing no access to abutting properties and designed to separate all conflicting traffic movement.

Expressway

A facility designed primarily for traffic movement, providing little access to abutting properties. Such facilities generally include median areas dividing traffic directions, some intersecting streets allowing right turn access, some grade separated interchanges, and some major intersections controlled by signals. (Note: State Highways are considered to be in this category.)

Interchange

A facility designed to permit traffic to move freely from one road to another without crossing another line of traffic. There are two types of interchanges identified under this designation on the Land Use/Transportation Diagram: Approved and Candidate. Approved Interchanges may or may not already be constructed and include all interchanges in the City for which all study and environmental clearance has been completed. Candidate Interchanges are potential interchange locations for which further study and environmental clearance are required. Upon completion of the required studies and environmental clearance, the Candidate Interchange would no longer be considered as a Candidate and would be considered as an Approved Interchange. Candidate Interchanges currently include:

Route 101/Mabury Road
Route 87/Route 880
Route 87/Airport Parkway
Route 87/Taylor Street
Route 101/Branham Lane
Route 101/Metcalf Road
Route 101/Bailey Avenue
Route 101/Coyote Valley Parkway
Route 85/Prospect Road
Route 85/Quito Road
Route 237/Lafayette Street

Separation

A facility designed to allow traffic from one roadway to cross over or under another roadway without interrupting traffic flows or allowing traffic from one roadway to access the other

roadway. These facilities are also characterized as "grade separations" and usually consist of a structure that elevates a roadway or rail bed of one transportation facility over another. The Separations shown on the Land Use/Transportation Diagram are either existing facilities or are proposed on approved State, County or City transportation facility plans.

Arterial (Minor/Major Street)

A facility which accommodates major movements of traffic not served by expressways or freeways. The Arterial street is designed mainly for the movement of through traffic, which may include light rail transit, but also normally performs a secondary function of providing access to abutting properties. Even though abutting property has access to the facility, parking and loading may be restricted or prohibited to improve the capacity for moving traffic. Two widths of Arterial streets are shown on the Land Use/Transportation Diagram: Minor - 80 to 106 foot right-of-way and Major - 115 to 130 foot right-of-way. The 80 to 106 foot right-of-way can accommodate either two or four travel lanes. The number of lanes depends on the function of the arterial, its location, and the volume of traffic it is expected to handle. Arterials are generally planned to contain four or more travel lanes but some arterials as a matter of policy will remain two lanes. A list of planned Two Lane Arterials is provided in Appendix E. These right-of-way standards may be varied in unique situations provided that the planned function of the Arterial street is not compromised by the alternative right-of-way; for example, narrower rights-of-way may be appropriate in older neighborhoods to avoid excessive property requirements for street widening projects and wider rights-of-way may be desirable for design reasons in such areas as the North Coyote Valley Campus Industrial area. Wider rights-of-way may also be necessary on some Arterials, such as Tasman Drive, to accommodate up to six lanes of traffic as well as light rail transit facilities.

Major Collector

A facility which serves internal traffic movements within an area and connects this area with the major arterial system. It does not handle long through trips but does provide access to abutting properties. Traffic control devices may be installed to protect or facilitate traffic on a collector street. The right-of-way standard for Major Collector streets is 60 to 90 feet, which can accommodate two or four lane streets. This right-of-way standard may be varied in unique situations where strict adherence to the standard would be unreasonable provided that the planned function of the Major Collector street in question is not compromised by such an alternative right-of-way. Appendix E specifies the maximum number of lanes for each Major Collector street.

Local Street

A facility having the primary function of providing access to immediately adjacent land. Local streets may be divided into sub-classes according to the type of land served, such as residential and industrial. Local streets are not expressly identified on the Land Use/Transportation Diagram.

Rail Line

An exclusive rail right-of-way for the local or regional movement of freight and/or passengers. Heavy rail transit such as BART requires grade separation from the surface street. Light rail transit and diesel-fueled trains, such as CalTrain, do not require grade separation, utilizing the surface street right-of-way.

Contingent Designation

This transportation component consists of an alternate designation/alignment of Bailey Avenue as shown on the Land Use/Transportation Diagram. The implementation of either designation or

alignment may be found consistent with the General Plan.

Bailey Avenue is shown in two alternate alignments between Santa Teresa Boulevard and McKean Road. Affected properties should be required to dedicate and improve streets and/or reserve rights-of-way for both alignments. Either alignment may be selected by the City Council following the certification of a Final EIR. Upon such selection of a preferred alternative, the other alignment will no longer conform to the Land Use/Transportation Diagram and the dedication and improvement or reservation of right-of-way will no longer apply.

Transit System

The Transit System consists of the Santa Clara County Transit District System and the CalTrain Peninsula Rail Service. The Santa Clara County System includes bus service and the light rail transit. The bus service, which will include a 750 bus fleet by the year 2000, is comprised of approximately one hundred 150 passenger articulated coaches and over 500 passenger coaches. The Transit District plans to have 600 of these coaches in service during the peak commute hours. In addition to the regularly scheduled service, the Transit District will continue to provide express bus service to high intensity employment centers including the Downtown Core Area, the Civic Center, North San Jose/Santa Clara industrial areas and Lockheed. The CalTrain service extends from Downtown San Jose northward to San Francisco, providing access to Peninsula cities. The southerly terminus of the CalTrain line is planned to extend to Gilroy before the year 2000.

Transportation Systems Management/Transportation Demand Management

Transportation Systems Management/ Transportation Demand Management (TSM/TDM) includes a wide variety of measures and techniques, both public and private sector initiated, to improve the efficiency and effectiveness of the existing and planned transportation system. Many of these measures are not functionally a part of the transportation system itself, but can be supported and improved through specific programs of the public and/or private sector.

Public sector TSM measures include improvements to intersection signalization systems for better traffic flows, the construction of park and ride lots and High Occupancy Vehicle (HOV) lanes to promote public transit and ridesharing. Other measures include the development of peripheral parking areas with shuttle service into the Downtown area and the development of on-ramp metering to improve the efficiency of area freeways during the peak commute time.

Private sector TDM measures include computer matching programs, vanpool programs and preferred parking for employees who participate in car or vanpool programs, subsidy of transit or shuttles to rail stations, and bicycle parking. Another significant area of Transportation Demand Management consists of employers effecting shifts in peak hour travel by encouraging flexible work hours, staggered work hours or shortened work weeks.

As part of the Golden Triangle Task Force process, a TDM program for participating cities was developed. The program seeks to reduce the peak traffic volume by encouraging transportation alternatives to the single occupant vehicle. The program is discussed in more detail in the Special Strategy Area for the Golden Triangle. The City is actively participating in the countywide effort to support and implement these TDM strategies through its ongoing role in the Santa Clara County Congestion Management Agency.

The Transportation policies in the Services and Facilities section of the General Plan encourage public and private sector TSM/TDM measures. ■

RAIL TRANSIT DIAGRAM

A significant component of San Jose's planned transportation system is rail transit. Rail transportation provides an important alternative to passenger vehicles using roadways and is an important means of transporting freight. Rail transit is an efficient and rapid mode of transportation and is considered part of the regional transportation network.

The Rail Transit Diagram delineates existing or approved heavy or light rail lines. As proposed new routes are identified and approved by the appropriate local, regional, State, and Federal agencies, they will be added to the Diagram. In addition, the Diagram specifies the location of rail stations, multimodal stations, and Transit Malls.

The following are the components of the rail transit system as designated on the Rail Transit Diagram at the end of this section:

Heavy Rail

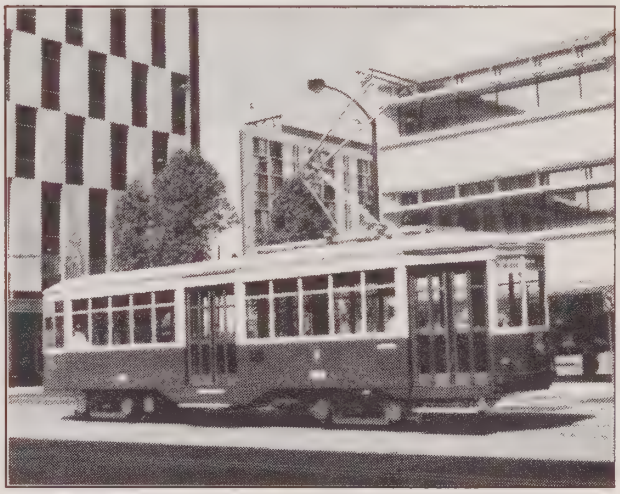
A type of rail transit whose high speeds require an exclusive rail right-of-way. Heavy rail systems can obtain power from an electric third rail (e.g., BART) in which case grade separation from surface streets is necessary. Typically, heavy rail transit is designed for long distance, intercounty travel. Travel speeds can be as high as 80 miles per hour with an electric third rail. Most of the heavy rail facilities in San Jose are devoted to railroad freight operations and provide important regional linkages for the producers of manufactured items and other goods to their markets.

Light Rail

A type of rail transit which can be constructed at the surface street level due to an overhead electrical cable system providing power to the rail cars, making a separate right-of-way unnecessary. Light rail lines are intended to be located within the rights-of-way of Land Use/Transportation Diagram facilities, for the most part. However, engineering or safety requirements may occasionally require the placement of LRT lines in neighborhood streets. Light rail transit can travel at the local posted speed limit or up to 55 miles per hour.

Rail Station

An origin or destination point along the rail route which provides passenger access to residential, employment, retail, service, community, and recreational areas. Parking lots, connections to bus transit lines, and other amenities may be provided at stations.



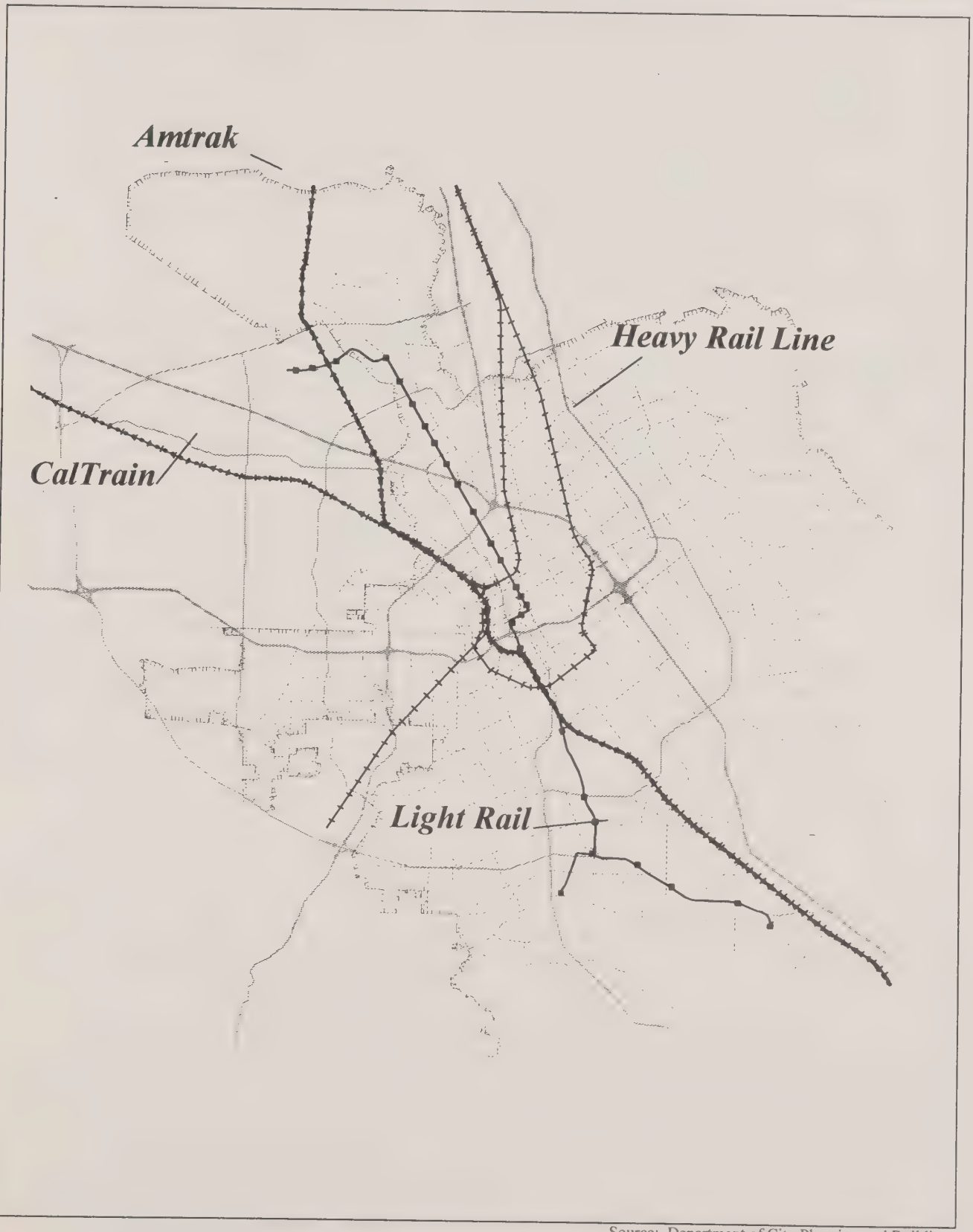
Multimodal Station

A rail station which either links two or more rail transit systems, such as a connection between light rail and heavy rail routes, or links rail transit with long-distance passenger rail service. Connections to bus transit lines may also be provided.

Transit Mall

As described in the Transportation Diagram section, the Transit Mall includes streets which are improved for high pedestrian use. Light rail transit and bus lines are accommodated within the street right-of-way, facilitating transfers between the two transportation modes. ■

Map 10 **Rail Transit Diagram**



Source: Department of City Planning and Building

SCENIC ROUTES AND TRAILS DIAGRAM

San Jose extends across the Santa Clara Valley floor and enjoys many exceptional views of the surrounding hillsides. In addition, many creeks and other natural wooded areas cross the valley floor providing natural linear pathways. These attributes provide the City of San Jose with many scenic and recreational opportunities. The Scenic Routes and Trails Diagram identifies San Jose's most outstanding natural amenities and establishes guidelines to develop and preserve these resources.

Scenic routes, trails and pathways are incorporated into a single plan because they share many of the same characteristics and locations. They all provide scenic views of the natural areas of San Jose and are linear in form. Because these designations strive for many of the same objectives they sometimes overlap and are incorporated into corridors that provide access to both scenic resources and outdoor recreational opportunities.

Scenic Routes

San Jose possesses outstanding scenic qualities in both its urban and rural communities. These qualities require a consistent plan to preserve and enhance the environment and to provide for convenient access and attractive linkages through and between areas of significant scenic value.

Outstanding scenic areas located throughout the community include expanses of undevelopable land, hillside areas, major parks and urban centers. There is a need to provide physical and visual linkages between such areas. In addition, striking views exist along many major roadways entering the City. Design of these entryways should incorporate attractive landscaping and exceptional architectural qualities.

The integrated system of scenic routes illustrated on the Scenic Routes and Trails Diagram serve four major functions:

- Pleasure Travel: Well designed and attractively landscaped roadways, with appropriate separations of movement making travel through and around the City a pleasant experience for its own sake.

- Access: Convenient and attractive access from all parts of the City to major urban centers, pastoral rural areas, regional parklands, streamside parks, nature preserves, hillside areas, the Bay and baylands.

- Environmental Protection: Designation of corridors along scenic roads to preserve immediate scenic qualities and enrich distant views.

- Community Image: Refinement of community image through easily identifiable scenic routes lacing the City and connecting major points of reference and creation of a greater awareness of the City and its environmental heritage.

There are two types of scenic routes designated on the Scenic Routes and Trails Diagram. They are Rural Scenic Corridors and Urban Throughways and are defined as follows:

Rural Scenic Corridors are generally located in rural and open space areas of significant scenic value. There is no precise criteria to delineate the boundaries of Rural Scenic Corridors. However, these Corridors can be defined as the scenic route right-of-way plus the landscape visible on either side of that right-of-way. The presence of outstanding visual resources should also be considered in determining the Rural Scenic Corridor boundary. The visual field, the angle and speed at which certain features come into view and the road design and geometrics are all important factors.

Permitted land uses in Rural Scenic Corridors should be limited to well landscaped campus industrial uses, single-family residences, agriculture, parks, trails, and other open space

uses in order to preserve the natural scenic resources. Bridges and other public improvements should blend with the natural terrain.

Signs located within Rural Scenic Corridors should be of a size, height and design that does not restrict or impair the subject view but are the minimum dimensions necessary for identification. Billboards in these rural areas should be discouraged.

In addition to the preservation of the area's viewsheds, view turnouts, rest areas and, where appropriate, picnic facilities could be provided to enhance and develop these corridors to their best potential. The design of these facilities should incorporate safe accessibility and appropriate grade separation from the roadway.

Urban Throughways are also designated as scenic routes on the Scenic Routes and Trails Diagram. This designation includes all the State and Interstate Highways that traverse through San Jose's Sphere of Influence. An Urban Throughway is defined as the actual right-of-way of the scenic route, the shoulders and any adjacent public improvements which accompany such a route. The presence of outstanding manmade or natural resources in an urban area also play a part in determining the size and location of these throughways.

Landscaping in Urban Throughways should be used to supplement and enhance the adjacent land. Landscaping along these thoroughfares will provide a foreground framework or a clearing for longer distance views, and will also screen unsightly views or uncharacteristic land uses.

Commercial and industrial development adjacent to Urban Throughways should be attractive and have a high quality of architectural design. These developments should be sufficiently spaced to preserve the scenic character of the thoroughfare.

Attractive and convenient Urban Throughways present a positive image for San Jose. Many of these thoroughfares are "gateways" or entryways to the City and should provide the best possible views of the urban environment. In developing a network of beautifully landscaped and well designed highways, San Jose will be able to promote a positive community image and identity.

Trails and Pathways

San Jose is an area rich in natural and scenic resources. Many areas of significant natural value surround and traverse the City including the baylands, the mountain ranges and the many streams that flow through the urban area itself. In addition, an extensive system of regional parks and open space preserves are accessible to the residents of San Jose. They are developed by the City, Santa Clara County, the Midpeninsula Regional Open Space District, the State and the National Wildlife Refuge. These facilities currently provide many existing trails and are focal points for the Countywide trail system.

Two regional trail systems are planned for the Bay Area: 1) the San Francisco Bay Trail, a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays; and, 2) the Bay Area Ridge Trail, a regional system of recreational trail corridors planned to encircle the Bay Area via the surrounding mountain ridges. Portions of the Bay Trail and portions of the short term alignment of the Ridge Trail are already included on the Scenic Routes and Trails Diagram. The City should continue to work with other agencies in the development of a short term alignment for the Ridge Trail connection across North Coyote Valley between the foothills of the Santa Cruz Mountains and the Diablo Range and a long term alignment for the Ridge Trail through the Santa Cruz Mountains and the Diablo Range within the City's Sphere of Influence.

Trails and Pathways Corridors are the interconnecting trail system in the City of San

Jose, providing many important access links to the regional parks and open spaces in or adjoining the City. The Scenic Routes and Trails Diagram indicates these focal points and designates the most feasible and accessible routes to develop trails. Many of these corridors follow the existing creeks and riverbeds and include the public and quasi-public rights-of-way of the Santa Clara Valley Water District and other agencies. Some rights-of-way linkages across private property may be required. As the trail and pathway network continues to develop, joggers, hikers, equestrians and bicyclists will be able to enjoy trail experiences not commonly found in an urban environment.

As mentioned above, a trail system provides diverse recreational opportunities for all segments of the population. Of course, not all of these uses will be feasible for all trail locations. However, the varied needs of hikers, equestrians and bicyclists will be accommodated where appropriate in the trail corridors. Trail design should provide sufficient light, vertical and horizontal clearance, and setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience. Trails should be built to meet the trail standards established by the Department of Neighborhood Services.

The types of trails which can be located in a designated Trail and Pathway Corridor are:

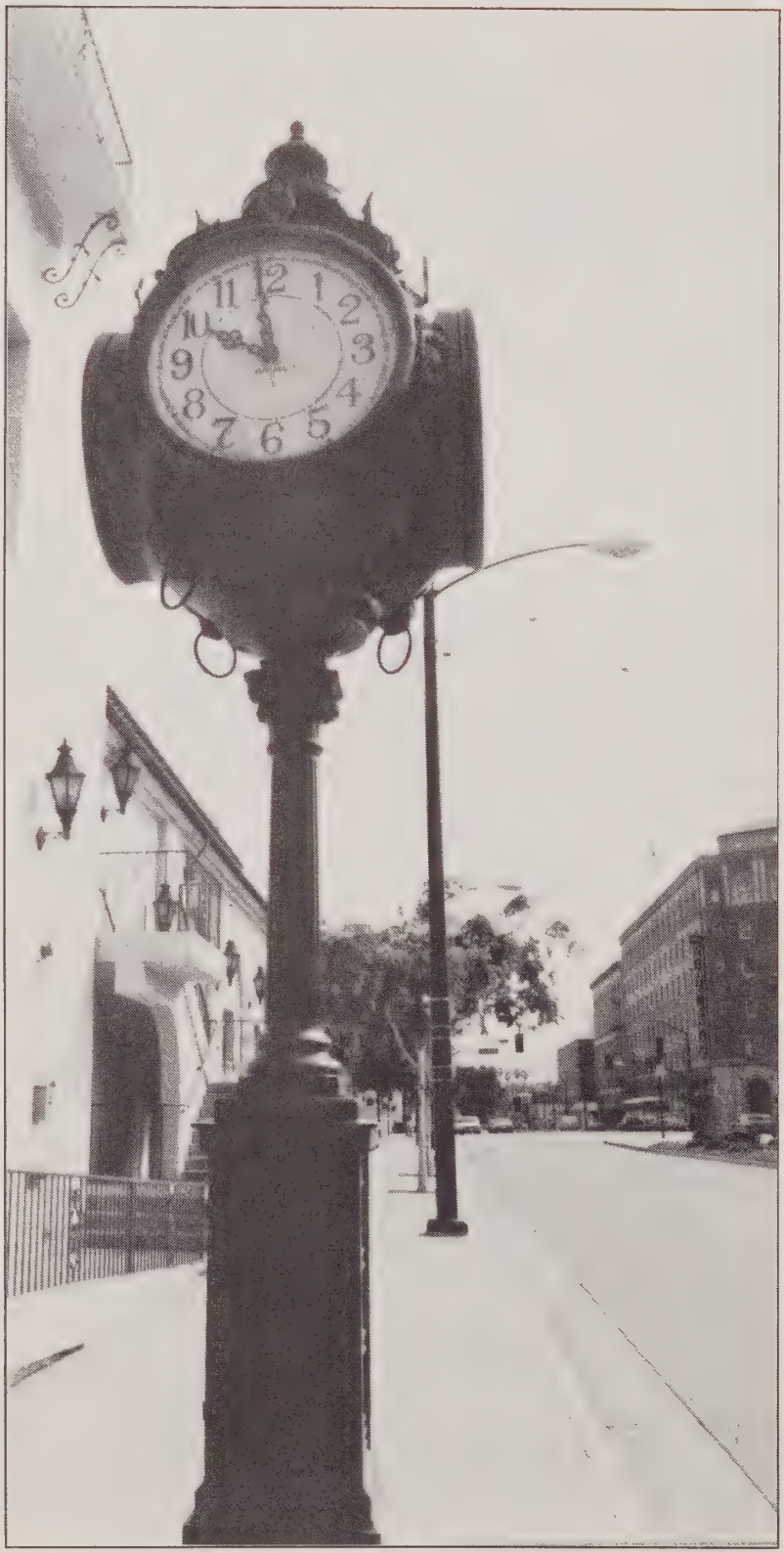
- **Hiking, Walking and Jogging:** Hiking trails provide the most universal trail opportunities and are included in all the trail corridors of the Plan. The most common user of this type of trail includes school children, joggers and families. Hiking trails in rural undeveloped settings need not be elaborate to provide adequate passage. These trails could consist of an unpaved erosion resistant path that avoids excessive grades and has been cleared of brush to meet the basic requirements of a hiking trail.

- **Equestrian Trails:** Equestrian trails can be found in the South San Jose and Almaden areas of the City. These trails often share routes with hiking trails because of their similar basic requirements. Equestrian trails, however, require greater horizontal and vertical clearance in order to provide safe passage for both horse and rider. The potential for soil erosion should also be considered in the development of an equestrian trail. Special facilities for staging and watering horses should be encouraged along designated equestrian trails.

- **Bicycle Paths:** Bicyclists require smooth, paved and fairly straight roadways. The most desirable bicycle facility separates the bike route from the road system, has an unobstructed shoulder on both sides and is wide enough to allow two-directional use. An example of an existing bike path of this type is the Coyote Creek Bike Path. In order to extend the network of bicycle paths throughout the City, hiking trails may be paved where feasible to allow off-street connections for bicyclists to desirable urban and natural recreational destinations. ■

Map 11 Scenic Routes and Trails Diagram

Source: Department of City Planning and Building



VI. IMPLEMENTATION

The General Plan is not an implementation tool. Rather, the Plan establishes the foundation of information, analysis, conclusions, rationale, goals, objectives and policies which provide guidance and recommendations for future action. Therefore, the Implementation section of the General Plan identifies techniques, strategies, and methods for carrying out the recommendations contained in the Plan. Major City processes independent of the General Plan provide a vehicle for implementation. The major implementation processes described include the Development Review process, the City's Annual Capital Improvement and Budget Programs, the General Plan Annual Review and Special Implementation Programs. Special Implementation Programs already in existence or proposed provide a means to carry out certain objectives of the Plan.

General Plan implementation depends on much more than merely the actions or decisions of municipal government alone. Inter-governmental and private sector decisions and investments also play a major role in implementation. The General Plan is intended to serve a coordinating function for those decisions which affect the physical development of the City.

Several of the major intergovernmental decisions which warrant attention include the Federal Government's funding of block grants for redevelopment, rehabilitation, conservation and housing subsidy programs; the Federal Government's funding of Water Pollution Control Plant improvements, airport approach zone acquisition and the Federal share of freeway or mass transportation funding. These, plus State, regional and County decisions affect the City and its residents in such diverse areas as transportation, air quality, education, flood protection and health and welfare facilities and services.

The private sector, of course, finances and implements most of the development that occurs in the City. Decisions on the specific location and timing of a development project have traditionally been initiated by the private sector and will, on the whole, continue to be. The City, however, is taking an increasingly active role in shaping development decisions to improve the relationship between private development and public facilities, services, and interests. ■

DEVELOPMENT REVIEW PROCESS

The City's Development Review process is a multifaceted one involving the programs of several City departments. This process has the most direct influence on the City's ability to carry out the primary development goals and policies of the General Plan. The Development Review process also implements the land use designations as shown on the Land Use/Transportation Diagram.

The primary elements of the Development Review process include: specific plans, zoning, subdivision, environmental review, annexation, site and architectural review, building permits and citizen participation. In addition, the City Council Level of Service Policies for transportation, sewers and the Water Pollution Control Plant implement those same policies in the General Plan and control the rate and amount of new development which is allowed. The citizen participation component of the Development Review process includes public hearings which are incorporated into all those phases of the Development Review process that involve the issuance of discretionary permits by the City. Community meetings are also a vehicle for public participation and are held whenever warranted by the nature of a project or the level of public interest.

Specific Plans

The specific plan process allows for more detailed planning of a specific geographic area and ensures that the development of this area will proceed according to specific use, design, phasing, and financing provisions tailored to the circumstances of that area. Specific plans may vary in detail ranging from a level of analysis consistent with General Plan review and policy direction to the Planned Development zoning level which contains detailed development standards. Specific plans are used to coordinate the development of properties in a large area under multiple ownerships. This approach helps to avoid the problems associated with piecemeal development and allows property owners and the City to resolve complex development problems in a cooperative manner.

The City Council adopted an ordinance and a policy which establish the procedures for the creation and administration of specific plans as well as the process and criteria for developing specific plans. Both the ordinance and policy identify who may initiate a specific plan, the types of properties or areas that might be suitable for a specific plan, and the nature of the obstacles to be overcome that warrant use of a specific plan as the appropriate planning tool. The process for funding and preparing specific plans is also discussed in both the ordinance and the policy. The specific plan process is complex and requires a substantial commitment of time and of public and/or private funds and, therefore, should be used only when the benefits warrant the cost.

Specific plans are integrated into the General Plan to help ensure consistency with the Major Strategies and Goals and Policies of the Plan and to give General Plan support to the objectives of the specific plan. Specific plans can only be incorporated into the General Plan through the General Plan Amendment process but not necessarily through the General Plan Annual Review process described later in this section. Revisions to adopted specific plans, however, may occur only during the General Plan Annual Review process.

Specific plans are typically incorporated into the General Plan as Planned Residential Communities or Planned Communities. Implementation of specific plans is usually accomplished through the Planned Development zoning process, which is described below, but specific plans also may be implemented by conventional zoning or a combination of both conventional and Planned Development zoning.

Zoning

The land uses shown on the Land Use/Transportation Diagram are not, in all cases, reflective of the existing zoning of

property. In such cases, the General Plan land use indicates the intent of the City as to what is the appropriate future zoning. As a charter city, the City of San Jose is exempt from the statutory requirement that zoning be consistent with the General Plan. However, the General Plan and its policies are considered by the City Council in enacting new zoning ordinances and any inconsistency is based on a determination that such zoning furthers the community welfare and will not impair the major objectives and goals of the General Plan.

In general, the Land Use/Transportation Diagram reflects existing land use in the appropriate General Plan land use category. There are two exceptions to this general rule. Because the Land Use/Transportation Diagram is not intended as a parcel by parcel mapping of proposed land use, some small individual parcels are designated the same as the predominant category of land use in the vicinity. Areas of the City that are in transition from one land use to another (such as from agricultural to residential, single-family to multiple-family or residential to industrial/commercial) are designated as the new use. Scattered or mixed land uses in these transitional areas are generally zoned the same as the predominant use. Therefore, in these transition areas, a land use consistent with the predominant existing use is designated on the Land Use/Transportation Diagram instead of the individual existing mixed uses.

The zoning process consists of the rezoning of lands within the incorporated City limits (or the prezoning of property proposed for annexation) from one zoning district to another. The rezoning of property directly implements the land use designations as shown on the Land Use/Transportation Diagram since, by City Council policy, the rezoning of property should ordinarily conform to the General Plan. Zoning applications are reviewed by various City Departments for consistency with City Council and General Plan policy as well as to identify specific public improvements and requirements such as streets, storm and sanitary sewers, fire hydrants and street lights. Review by other public agencies is also incorporated in the zoning process as appropriate.

Zoning changes take two forms; conventional zoning and Planned Development zonings. Conventional zoning districts contained in the City's Zoning Ordinance include a range of allowed land uses, development intensities and standards within the major land use categories: residential, commercial and industrial, together with zoning districts for other land uses such as Agriculture and Open Space. The various ranges of allowed use and development intensity correspond generally to the respective General Plan land use designations, thereby allowing the application of a zoning district to a property which implements the land use intended by the General Plan. The Site Development Permit process is used to implement both the Urban Design and Neighborhood Preservation goals and policies of the Plan.

Planned Development zoning provides the means to tailor such regulations as allowed uses, site intensities and development standards to a particular site. These development standards and other site design issues implement the design standards set forth in the General Plan and design guidelines adopted by the City Council. This Planned Development zoning process enables the City Council to consider the unique characteristics of a development site and its surroundings to better implement the objectives, goals and policies of the General Plan. The second phase of the Planned Development process, the Planned Development permit, is a combined site/architectural permit and conditional use permit which implements the approved Planned Development zoning on the property.

Subdivision

The subdivision process directly implements the General Plan by regulating the subdividing of property. The State Subdivision Map Act requires that all subdivisions be consistent with the jurisdiction's General Plan. The subdivision

process is the point at which the specific infrastructure improvements are identified for many proposed projects.

Site Development

The Site Development permit process requires site and architectural review of all new development and redevelopment in the conventional zoning districts with the exception of single family residential uses. The Site Development permit process implements both the appropriate zoning district development restrictions as well as appropriate General Plan policies. Design guidelines, adopted by the City Council, provide specific design standards for architectural and site review.

In addition to the Site Development permit, an Historic Preservation permit is required for modifications to a designated Historic Landmark structure. This permit process fosters the implementation of the Historic Preservation goals and policies of the General Plan.

Annexations

The Annexation process furthers the Plan's Urban Development goals and policies by controlling the incorporation of land within the City's municipal boundary. This process has major implications for both the City and the affected properties, since annexation signifies the acceptance by the City of the responsibility to provide the wide range of necessary municipal facilities and services.

Environmental Clearance

The City's Environmental Clearance process which is mandated by the California Environmental Quality Act (CEQA), plays a crucial role in the implementation of many policy areas of the General Plan. The Environmental Clearance Ordinance, adopted by the City Council in compliance with CEQA, requires environmental clearance of all discretionary permits issued by the City, most public works projects, and all amendments proposed for the General Plan itself. The Annual Review process has deadlines for the submittal of required environmental documentation. Administrative Draft Environmental Impact Reports for amendment requests must be submitted on or before June 1st. Technical reports (such as traffic reports) which are required to complete an initial study must be submitted no later than August 1st.

When potentially significant environmental effects of a project are identified, the preparation of an Environmental Impact Report is required in order to analyze in depth those impacts and to develop mitigation measures which can be incorporated into the project to minimize or avoid them. Many of the General Plan's goals and policies are implemented through this process, particularly those dealing with the avoidance of natural hazards and the preservation of natural, historical, archaeological and cultural resources.

The Environmental Clearance process also facilitates the implementation of the Facilities and Services goals and policies of the General Plan. The review of proposed development includes the analysis of the project's compliance with the Plan's Level of service policies for transportation, sanitary sewer and Water Pollution Control Plant capacity.

A second manner in which the Environmental Clearance process aids in the furtherance of the Plan's Facilities and Services policies is through the review required for proposed public works capital improvement projects. All such projects must be identified in the Capital Improvement Program and should be consistent with the General Plan. These criteria are verified through the identification of the nature, scope and intent of the proposed project in the environmental document.

Level of service Policies

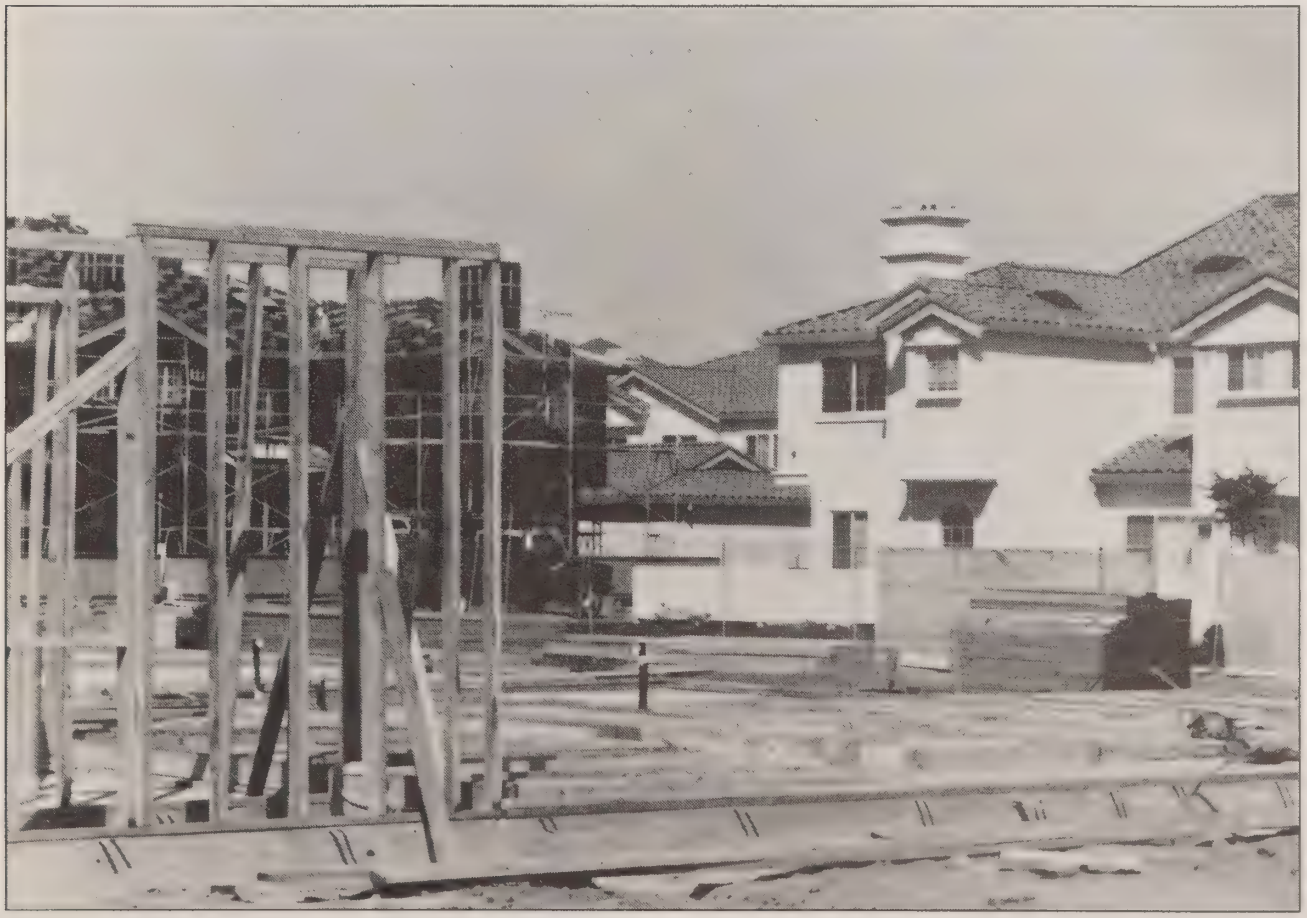
The General Plan Facilities and Services goals and policies specify minimum acceptable standards of performance or "levels of service"

for the City's critical infrastructure systems: transportation, sanitary sewers and the Water Pollution Control Plant. These policies play a key role in maintaining the quality of life in San Jose and in the implementation of the Plan's Growth Management Strategy which encourages infill development that can be more efficiently served by existing facilities and resources; and which places strict controls on outward urban expansion due in large part to the significant expense involved in developing new and expanded facilities and service systems to serve such areas. The City Council Policy Manual provides detailed information regarding the implementation of the Level of service policies.

Building Permits

The Building Permit process is the final phase in the Development Review process. Building permits are ministerial in nature, requiring no public hearing or review process. Building permits implement the approved site and architectural design for a project, as required by either the Site Development or Planned Development permit processes.

The Building Permit process also implements the Natural Hazards and Safety goals and policies of the General Plan by requiring compliance with the Uniform Building Code standards for building design. The City also enforces a Dangerous Buildings Ordinance which requires the repair or demolition of buildings found to be structurally unsafe. A Geologic Hazards Clearance is required for construction projects located in areas with potentially sensitive or hazardous geological conditions, such as the hillsides.



Citizen Participation

The Plan's Community Identity policies encourage residents to take part in local government decision-making. One vehicle for such participation is the public hearing process.

All phases of the Development Review process, with the exception of Building Permits, include public hearings and noticing requirements as a component of the process. Public hearings are held before both the Planning Commission and City Council on specific plans and zoning applications. The City Council also considers all annexation requests. The City's Environmental Clearance Ordinance requires a public hearing before the Planning Commission on all Environmental Impact Reports prepared by the City. The Environmental Clearance process also provides for the noticing of the findings of the City regarding the environmental effects of certain projects and allows for public scrutiny of these findings. Public hearings are also conducted by the Director of Planning on all Site Development and Planned Development permit applications.

In addition to public hearings, opportunities for public participation in the planning process are provided through community meetings during the Annual Review of the General Plan and for other projects that warrant such attention. Members of the public often participate as community representatives on task forces or committees that consider specific plans or other projects of broad community interest. Special study meetings, such as task force meetings, provide a public forum for all persons interested in the study topic.

Finally, the City encourages developers to consult with neighborhood groups early in the development review process to resolve potential differences before the public hearing process begins. ■

CAPITAL IMPROVEMENT PROGRAM

Construction of public facilities and infrastructure is an important link between the development of the City and the implementation of the General Plan. The City's Five Year Capital Improvement Program (C.I.P.) itemizes specific improvements and indicates the schedule and anticipated funding for them. Based on an annual review of the C.I.P., priority capital improvement projects to serve existing or planned urban development are identified. The Annual Capital Improvement Budget is then adopted to implement these priority projects. In this way, the C.I.P. serves as a financial planning document as well as a physical planning document. It permits the construction of improvements to occur in a logical order which prevents unnecessary duplication, and it allows the construction of a single project to be scheduled over more than one year. For example, scheduling street improvements to follow installation of sewers and water mains is more efficient and more likely to avoid conflicts than scheduling these improvements independently.

The Five-Year Capital Improvement Program enables the implementation of the City's fiscal policies in a manner which is consistent with the goals and policies of the General Plan. For example, to implement the General Plan goal to increase economic development, the C.I.P. can identify those public improvements which are most likely to maintain and attract industry. To implement the City's Greenline strategy, City purchase of key parcels to assure preservation of larger open space areas may be proposed. The C.I.P. can also be used to implement growth strategies in the General Plan by locating and programming public facilities and infrastructure in areas where development is planned and by delaying improvements in areas where development is restricted. Finally, by stipulating land uses and densities, the General Plan provides the basis for the design and capacity of public facilities necessary to meet the community's future infrastructure needs. ■

DEVELOPMENT FEES, TAXES AND IMPROVEMENT REQUIREMENTS

New growth and development add to the service and facility requirements of the City and other public agencies. Additional demand for ongoing services is financed by the operating revenues paid by new as well as existing development. However, the fiscal burden of the new facilities necessary in order to deliver City services to new development is beyond the capacity of normal municipal revenues. In recognition of this fact, the Services and Facilities policies state that the capital and facility needs generated by new development should be financed by new development. The City implements this policy in three ways:

1. New development is required to construct and dedicate to the City all public improvements directly attributable to the site. This includes neighborhood or community parks and recreation facilities, sewer extensions, sewer laterals, street improvements, sidewalks, street lighting, fire hydrants and the like. In the implementation of the level of service policies for transportation and sanitary sewers and neighborhood and community parks, development is required to finance improvements to nearby intersections or downstream sewer mains in which capacity would be exceeded, and dedicate land, pay an in-lieu fee or finance improvements for parks and recreation needs which would result from the development.

2. To finance the construction and improvement of facilities and infrastructure systems for which the demand for capacity cannot be attributed to a particular development, the City imposes a series of taxes through which new growth collectively finances these facilities and systems. These taxes are over and above cost-recovery fees charged for processing and reviewing applications for development approvals and permits. Examples of development taxes include:

   - The Construction Tax and the Conveyance Tax (the latter paid in connection with any transfer of real property, not just new development) provide revenue for parks, libraries, library book stock, fire stations, maintenance yards and communications equipment.

   - The Building and Structures Tax and the Commercial/Residential/ Mobilehome Park Tax provide revenue for the construction of the major street network.

   - Connection Fees provide revenue for the construction of storm sewers, sanitary sewers and expansions of sewage treatment capacity at the Water Pollution Control Plant.

   These fees and taxes may need to be adjusted from time to time to reflect changing costs and new requirements. Additionally, new fees or taxes may need to be imposed to finance other capital and facility needs generated by growth.

3. A variety of techniques may be used by the City to advance funds for construction of facilities and infrastructure necessitated by new development. These techniques may include assessment districts and agreements or other methods by which the City requires reimbursement of funds advanced. The City may provide for deferral of assessment payments in certain circumstances to encourage particular parcels to remain undeveloped or underdeveloped. ■

REDEVELOPMENT

The City provides significant incentives for economic development through the designation of Redevelopment Areas within which the City's Redevelopment Agency provides funding for the construction of the major infrastructure necessary to support commercial and industrial development. The resulting economic development, in turn, provides both new jobs and increased tax revenues which support the provision of City services for all residents. Through this process, a wide range of General Plan goals and policies are furthered, including increases in economic development, Downtown revitalization, and the provision of adequate services and facilities. The City's redevelopment projects include industrial redevelopment areas in North San Jose, Central and South San Jose. In addition, there are several different redevelopment areas in the Downtown Core designed to support the revitalization of blighted areas and generate new office, retail, hotel and convention facilities.

The tax increment financing technique established by California Redevelopment Law is utilized to freeze the property tax rate within the proposed area at its existing level when the redevelopment area is formed. Thereafter, increases in the property tax revenues generated by increased assessments on land and improvements within the designated area accrue to the Redevelopment Agency.

There are two ways in which the tax increment revenues are used to directly benefit the greater community. First, State Redevelopment Law requires that 20% of all tax increment revenues be set aside for the construction of low and moderate income housing. This housing may be constructed within or outside of the Redevelopment areas and is one of the major sources of funding to implement the General

Plan's Housing goals and policies as well as the housing programs contained in this section. The second manner in which redevelopment revenue can be used to benefit the community is through the funding of various infrastructure improvements outside of the designated redevelopment areas but which directly support economic development within the area. ■

CENTRAL INCENTIVE ZONE

The City has established a Central Incentive Zone designed to attract economic and residential development to the Downtown area, beyond the boundaries of the formal redevelopment areas. Developers of projects inside the approximately five square mile zone receive significant one-time construction tax exemptions from the City. The taxes are suspended for qualifying commercial and industrial projects and residential developments of dwellings with four units or more. The exempted taxes include: 1) Construction Tax, 2) Residential Construction Tax, 3) Building and Structures Tax, and 4) Commercial/ Residential/Mobilehome Park Building Tax. The tax exemptions do not apply only to new construction, and, as a result, a number of valuable historic structures in the Downtown are being rehabilitated to take advantage of the incentives offered by the City. ■

HOUSING

In the development of the Land Use/Transportation Diagram, those residential and housing goals and policies having spatial or locational dimensions were considered and are, to a large extent, implemented by land use designations and through the process of reviewing development proposals. Other housing goals and policies cannot be effectuated through land use decisions and require program responses as outlined in the following sections.

Quantified objectives for housing programs are for the revised time frame of the Housing Element (fiscal years 1989-90 through 1994-95) rather than the 1994-2020 time frame of the General Plan. These objectives reflect the Comprehensive Housing Affordability Strategy (CHAS) timetable mandated by the Federal Government.

The following discussion is integrally linked with the goals and policies stated in this Plan.

The implementation of the housing and other related goals and policies occurs through the development review process, as described earlier in this chapter. Technical information regarding housing issues in San Jose is provided in Appendix C (Housing) which also includes a detailed description of the housing programs listed below.

Summary of Housing Needs Analysis

In support of the 1989-90 through 1994-95 update of the Housing Element, the City contracted the services of a consultant to complete the Housing Needs Assessment. The conclusions of the Housing Needs Assessment indicate a continuation of the trends identified five years earlier. Housing costs remain high in San Jose and the County as a whole, relative to the State. For example, while the statewide median value of an owner-occupied dwelling unit in 1980 was $76,900, the median value in San Jose was $98,100, and $109,400 in Santa Clara County (San Jose SMSA). According to available 1990 Census information, the median value of a home in San Jose is in the 250,000-300,000 dollar range. Clearly such high prices, coupled with high financing costs, can severely constrain the ability of even moderate income families and households to purchase a home. Because of spatial correlations between housing cost and employment centers, the spiraling of prices has also caused an even longer commute time for many households searching for cheaper housing both inside and outside of the region. Such commutes impact the transportation network and degrade the environment.

The size of households decreased from 3.35 in 1970 to 2.96 in 1980, but increased slightly to 3.08 in 1990. This increase is partially due to the increase in the number of Hispanic and Asian households which tend to have larger families. According to the 1990 Census, the proportion of overcrowded dwelling units more than doubled between 1980 (6.8%) to 1990 (14.9%) with a higher percentage of renters living in overcrowded conditions than owners. As greater numbers of families and households are unable to enter the ownership housing market, they turn to the rental market. Between 1980 and 1990, the overall vacancy rate ranged between 3.2% to 3.5%. In addition, 15,682 multiple-family units were constructed between 1980 and 1990 reflecting the continued demand for rental units.

In 1983, the City identified 57,262 low income households, out of a total of 209,005 households citywide, which are in need of housing assistance because of living conditions, housing conditions, or housing costs. Of the 57,262 households in need, 18,106 are in owner-occupied units and 39,156 are in rental units.

The Association of Bay Area Governments (ABAG) has determined that there is an existing (1988) total housing need of 974 additional dwelling units, a need by 1990 for 10,844 additional dwelling units, and a total of 37,633 additional dwelling units over a five fiscal-year period from 1989-1990 to 1994-1995. Of this number, 7,527 are needed for very low income households, 5,645 for low income households, 7,903 for moderate income households and 16,558 for above moderate income households.

The housing market in San Jose reflects the City's rapid growth in population from 629,400 in 1980 to 782,248 in 1990 - an increase of over 152,848 residents. The City of San Jose includes over half of the county's population (52.3%), has grown faster than the county as a whole over the past decade, and accounts for 72.2% of the residential growth in the county. During the last decade the City's population increased 24% while the county's increased by 15.6%. This growth is expected to continue into the next decade but at a much slower rate.

Determining an Appropriate Program Response

The City of San Jose has traditionally provided the bulk of housing in Santa Clara County with a large range in price variation including the largest number of affordable units. According to the San Jose Real Estate Board, the median

price for ownership housing in San Jose in 1990 was the second lowest in the county. The needs analysis contained in the Housing Appendix, however, clearly indicates a large and complex housing need which exceeds the resources of the City to meet.

In determining an appropriate program response, the City seeks to maximize its resources towards the area of greatest need and to utilize available State and Federal programs. Recently, however, Federal and State resources which address housing needs have diminished, while needs have increased, particularly for low income rental apartments.

In order to implement the City's housing programs more effectively, the City Council consolidated the Housing and Neighborhood Development Division of the Department of Neighborhood Preservation with the Housing Development section of the Redevelopment Agency in the fall of 1987 and created the Housing Department. A Mayor's Task Force on Housing was created to develop housing policies to guide the City in addressing affordable housing needs. A comprehensive Housing Needs Assessment was prepared by a consultant and reviewed by the Task Force; together with input from the community, the Housing Needs Assessment formed the basis for the five-year Housing Program. The Mayor's Final Report outlines the following City housing policy goals:

Goal 1: Increase the supply of affordable housing, preserve the housing stock and reduce the cost of developing affordable housing.

Goal 2: Utilize available resources to address priority needs for housing.

Goal 3: Increase the funds available for the preservation and development of affordable housing.

Goal 4: Disperse low income housing throughout the City to avoid concentrations of low income households and to encourage racial and economic integration.

Goal 5: Encourage greater involvement of public and private sectors to increase and preserve the stock of affordable housing in San Jose.

Based on these policy goals, a series of recommendations was made relating to land use planning, site acquisition, residential development tax exemptions, Single Room Occupancy housing, the conversion of assisted units to market rate rentals, long-term affordability requirements, targeting of funds by income level and need for new or rehabilitated housing, development policies for rental and ownership housing, last resort housing and other issues.

The City has systematically addressed these issues and has implemented over 85% of the individual recommendations outlined in the Final Report. These efforts will continue while new program directions are implemented as a part of the City's proposed Comprehensive Housing Affordability Strategy.

In April 1990, the City Council adopted an "Expanded Affordable Housing Program" to authorize the use of tax increment bonds to fund an accelerated five-year housing production program. This program is designed to increase production by leveraging all available funds up to three times the 1990-1991 production rate.

The Housing Assistance Program objectives outlined below include the City's funding resources (numerically identified in the text) as well as available Federal and State monies. Because of uncertainties in dollar projections and recent legislative action at the Federal level, these objectives can only be considered as numerical representations of what the City anticipates can be achieved for low and moderate income housing.

The housing program objectives set forth below represent the results of a number of analyses. The construction activity projections are based on the City's annual construction activity forecasts used in the development of the Capital Improvement Program.

The other program objectives are based on: 1), the City's experience with affordable housing programs which will be monitored annually and updated in conjunction with the proposed Comprehensive Housing Affordability Strategy goal setting process; 2), the rates of success in implementing the Housing Element program goals incorporated into the General Plan in 1978, 1981, 1983, 1984, 1988, and 1989; and, 3), State and Federal Government funding resources available to the City. The objectives for the "Additional Programs" listed on pages 211-212 are based on the need to promote additional housing opportunities and to expand existing programs.

Housing Assistance Program Objectives

Construction Activity Projections

The City of San Jose has projected a total dwelling unit production of approximately 27,000 units for the 1989-1995 time frame of the Housing Element. These figures assume a gradual decrease in housing production of approximately 3% per year, reflecting the recent historic trend of reduced housing construction in San Jose.

Local Assisted Housing Programs Objectives

The City of San Jose's very low, low and moderate income housing goals for the 1991-96 Five-Year Housing Program strategy are summarized on Figure 17 (see next page). This program is one year beyond the 1989-95 planning time frame of the housing element; however, the numeric ranges described are so broad that it can be assumed that the lower end of the ranges described below would also be the minimum production goals of the 1989-95 housing element.

In addition to the five-year housing production goals shown in Figure 17, the City has goals for the conservation of existing affordable housing units. There are 11,743 mobilehome units in San Jose and all but about 200 of these units are located on sites zoned T-M (Mobilehome Park District) or are under a Planned Development zoning which allows only mobilehome parks as a permitted use. These zoning districts are designed to encourage the preservation of mobilehome parks and give them some protection from speculative conversion to other units during the 1989-1995 planning period because of the increased stability provided for mobilehome parks through these zoning districts.

Figure 17 indicates that the goals for new construction of assisted housing units includes the acquisition/rehabilitation of "at-risk" units (federally assisted rental units that could be converted to market rate rents). The City's Housing Department will use a variety of programs identified in the Housing Appendix to conserve these units. The City's maximum goal is to conserve all of the 872 units identified by the Housing Department as "at-risk" of conversion between 1992-1995 with 44% targeted for very low, 37% for low and 19% for moderate income level households.

Figure 17

Proposed Five-Year Production Goals 1991-1996				
Income Group	**% Commitment City Housing $**	**Unit Goals**	**New Construct.***	**Rehab.****
Very Low Income	60%	2,048 - 4,713	1,544 - 3,555	504 - 1,158
Low Income	25%	854 - 1,964	606 - 1,393	248 - 571
Moderate Income	15%	512 - 1,178	512 - 1,178	- 0 -
Total:	100%	3,414 - 7,855	2,662 - 6,126	752 - 1,729

*New Construction figures include acquisition/rehabilitation of "at-risk" units.
**Rehabilitation figures refer to units in which no acquisition is involved.

City Policy for Allocation of City-Controlled Housing Resources		
	Existing Policy	**Expanded Housing Program**
New Construction	67%	2,662 - 6,126
Rehabilitation (Moderate/Substantial)	33%	752 - 1,729
Total:	100%	3,414 - 7,855

Production Goals Based on Income Group and Priority Needs Group			
Very Low Income (60% Total $)		**Low Income (25% Total $)**	
Priority Group	Unit Goals	Priority Group	Unit Goals
New Rental Construction (67% of Very Low Income $)	1,544 - 3,555	New Rental Construction (60% of Low Income $)	478 - 1,098
Large Family (45% of $) Small Family (25%) Other Renter HH/SROs (20%) Elderly 1-2 HH (10%)	695 - 1,600 386 - 889 309 - 711 154 - 355	Large Family (45% of $) Small Family (25%) Other Renter HH/SROs (20%) Elderly 1-2 Person HH (10%)	214 - 494 120 - 275 96 - 220 48 - 196
Moderate/Substantial Rehabilitation (33% of Very Low Income $)	504 - 1,158	Moderate/Substantial Rehabilitation (25% of Low Income $)	248 - 571

SRO = Single Room Occupancy

Low and Moderate Income (15% Total $ In Each Category)	
Mortgage Assistance Low Income (1st Time Buyer)	128 - 295
Mortgage Assistance Moderate Income (1st Time Buyer)	512 - 1,178

Source: Department of Housing: Proposed 5-Year Plan. CHAS Report, 1991

Existing and New Programs

The following actions will be taken in implementing the goals of the City of San Jose's Five-Year Housing Strategy:

The Use of the City's 20% Redevelopment Housing Fund

Under the requirements of California Community Redevelopment Law, as provided in Section 33334.2 of the Health and Safety Code, 20% of the tax increment funds from merged, amended, or newly created redevelopment areas utilizing tax increment financing must be set aside for housing purposes for low and moderate income households. These funds may be used for a variety of purposes such as land or building acquisition, construction financing, subsidies, land improvements, development of plans and paying the principal or interest on bonds and loans. Current projections estimate that at least $46.4 million will be available during the Five-Year Housing Program beginning July 1, 1988 for very low, low, and moderate income housing purposes. 20% funds are also proposed for the "Expanded Affordable Housing Program" previously described. Of these funds, fifteen percent will be allocated for moderate-income housing, twenty-five percent for low income housing, and sixty percent for very low income housing. About one-third of the total number of units to be generated using 20% funds are units that will be rehabilitated.

Tax Allocation Bonds

During the next five years (1990/91-1995/96) the City will augment its local funding resources by borrowing up to $50,000,000 in the capital markets using either tax exempt or taxable bonds. Beginning in fiscal year 1994 the Redevelopment Agency has agreed to pay up to $6,000,000 in debt service payments for the Housing Department's bonds, thereby freeing up future 20% funds that would otherwise go to pay for this debt service. This bond funding will be implemented on an as-needed basis to assist the City in its "expanded housing production" program.

Community Development Block Grant Funding

All Community Development Block Grants (CDBG) must benefit low and moderate income persons or contribute to the elimination and prevention of slums. San Jose will use CDBG funds in the following programs:

- San Jose's Housing Rehabilitation Program is expected to provide financing for the rehabilitation of from 750 to 1,730 substandard housing units in specified target areas, over a five-year period, for lower-income households. These loans will be financed on a Citywide basis under the City's "basic" or "Emergency Loan" programs.

- The funding of the Home Access Program will provide approximately 300 home improvement loans to low income, elderly, and disabled residents of the City.

- The Weatherization Program is projected to improve a minimum of 1,500 housing units.

- The Handy Workers Program is projected to provide home repair services to a minimum of 350 elderly or disabled persons.

- In addition the City's CDBG resources will continue to fund programs which help fulfill the goal of housing dispersion and production depending on resources and a yearly evaluation. Examples of such non-profit efforts include:

Organization	Function
Community Housing Developers	Develops housing for low and moderate income residents through new construction and rehabilitation.
Housing for Independent People	Develops and rehabilitates housing for disabled individuals.
Project Match	Assists eligible households and individuals (primarily seniors) in establishing and sharing living quarters.
Shared Housing	Assist single-parent families and others in established shared living arrangements.

New Federal Programs

Program	Type
HOME Program Funds	Rehabilitation, new construction financing and nonprofit capacity building.
HOPE II	Planning and implementation grants for acquisition and rehabilitation of HUD assisted multi-family projects threatened with market rate conversion. Funds may be used for technical assistance, counseling and training, economic development activities, capital reserves, operating expenses and reserves, and transaction costs.

Special Programs: Homeless and Special Needs

Program	Type
State	
Supplemental Assistance for Facilities to Assist the Homeless	Grants for facilities to house and provide support services for the homeless. Funds are awarded on a nationwide competitive basis.
Supportive Housing Demonstration Program (Transition Housing Program; Permanent Housing for Handicapped Homeless Program)	Transitional Housing Program provides funds to develop innovative approaches to providing short-term (24 months or less) housing and support services to homeless persons capable of making the transition to independent living. Permanent Housing for Handicapped Homeless Program provides funds for permanent housing assistance in developing community based, long-term housing and support services for disabled homeless or those at risk of becoming so.
Federal	
Section 202 (Sec. 811, 1990): Supportive Housing for Persons with Disabilities	Rehabilitation and new construction (0% forgivable loans) and project rental assistance. Funds may be used for group homes, independent living and care facilities.
Section 202 (Sec. 801, 1990):	Rehabilitation and new construction financing (0% forgivable loans), project rental assistance.

Other Potential Programs

The City will continue to encourage affordable housing sponsors to use the following programs and to use available funding for leveraging purposes:

Program	Type
State	
Rental Housing Construction Program	New construction of rental multi-family housing - 3% loans
Family Housing Demonstration Program	New construction/rehabilitation of rental housing with on-site support services - 3% loans
California Housing Rehabilitation Program	Rehabilitation of rental or cooperative housing - 3% loans
California Self-help Housing	Self-help construction/rehabilitation loans or technical assistance grants for low - moderate income families - 3% loans.
Mobilehome Park Resident Ownership Program	Acquisition/rehabilitation of mobilehome parks by residents - 3% loans.
California Predevelopment Loan Program	Predevelopment loans for nonprofit housing developers and local government agencies
California Housing Finance Agency (CHFA)	Construction financing for single family units and permanent financing for multi-family units.

State (cont.)	
California Homeownership Assistance Program (CHAP)	Shared-appreciation loan program for condominium conversion assistance to renters, development of subdivisions or scattered site projects using factory-built or manufactured housing.
Federal	
Veterans Administration	Purchase, construction, and/or rehabilitation of dwellings for veterans
Section 8 Certificates and Vouchers	Existing housing units - rental assistance to lower-income persons only
FHA - Mortgage Insurance Programs	
Section 203	One to four units
Section 234	Condominium housing
Section 213	Cooperative housing
Section 207	Manufactured housing and multi-family rental
Low Income Housing Tax Credits (LIHTC)(LIHC)	Provisions in federal and state laws that permit investors in low income housing to use tax credits to reduce their federal and state income taxes.
Emergency Shelter Grants Program	Grants for renovation or conversion of buildings for use as emergency shelters for homeless. Some funds may be used for operating costs

Additional Programs

While housing assistance programs are available for owner occupants and renters, the need for assistance to renters far exceeds the needs of homeowners. The City will evaluate the following programs to further assist renters:

Program	Target Date	Implementation
Property acquisition and land banking	Ongoing	Property acquisition is to be considered on a project-by-project basis and is preferred to landbanking.
Funding sources for the rehabilitation of projects	Ongoing	The Administration will continue to examine the feasibility of obtaining new sources of funding and leveraging of existing public funds for low and moderate income housing.
Selected rezoning of properties consistent with the Land use/Transportation Diagram should be initiated when necessary to implement the Residential Land Use and Housing goals and policies	Ongoing	No quantifiable objectives. City initiated rezoning should be recognized as a means of implementing the City's Housing Program and should be recommended by the Administration, Planning Commission and City Council when deemed necessary.

Program	Target Date	Implementation
Private sector financial institutions should be encouraged to participate in the revitalization of neighborhoods through residential rehabilitation programs.	Ongoing	The Administration should continue to work with banks and other lending institutions to develop and implement such programs, where feasible.
Private sector financial institutions should be encouraged to fulfill Community Reinvestment Act requirements for below market rate programs, where feasible.	Ongoing	The Administration should continue to work with banks and other lending institutions to implement such programs.
Families and individuals displaced by the City's property acquisitions are provided relocation assistance in conformance with applicable State and Federal requirements.	Ongoing	The Administration will continue to provide such assistance, including information on the availability, price and location of comparable housing, relocation payments and other referral and counseling services
Structurally sound housing units scheduled for demolition because of public improvement projects and which are suitable for relocation should be relocated in compatible neighborhoods when appropriate vacant land can be found.	Ongoing	The City should continue to offer such units for sale to be relocated and continue to administer the Site Development permit process in such a way as to ensure that relocated units are compatible with their new surroundings.
The government assisted housing program should be reviewed annually in order to reevaluate needs and priorities within the program and to consider new program opportunities.	Ongoing	This program will be accomplished annually in the Comprehensive Housing Affordability Strategy review and update process
The City should periodically review and evaluate development controls and regulations, development and building standards, development policies and processing procedures to ensure that they are consistent with and are effectively implementing the Housing and other policies of this Plan, one of which is to streamline the Development Review Process.	Ongoing	Monitoring of processing times is accomplished through the annual budget process. For other parts of this program, a development monitoring report is prepared annually for the City Council.

Equal Housing Opportunities

The City of San Jose is committed to providing equal housing opportunities for all persons wishing to reside in San Jose. City policy is to distribute housing units affordable to various income levels throughout the City to create economically diverse neighborhoods. The City has a variety of programs to avoid discrimination and to resolve discrimination complaints.

The City of San Jose encourages equal housing opportunities through its rent relief/stabilization program. Apartment tenants and mobilehome residents seeking relief from rent increases may request a public hearing.

The City funds the Legal Aid Society of Santa Clara County's Housing Project with CDBG monies for the provision of fair housing services to landlords and tenants. Legal Aid provides help with evictions, rental repairs, deposits, rental agreements, leases, rental disputes, mortgage delinquency, home purchase counseling, housing discrimination and other housing related issues. Legal Aid staff is responsible for fair housing counseling, conciliation, fair housing education, referrals, investigations and audits. These responsibilities may extend to monitoring of HUD subsidized complexes on a request basis.

Since this is a new contract between the City and the Legal Aid Society, equal/fair housing opportunities statistics are presented for fiscal year 1990/91 as follows:

- Legal Aid has provided 95 units of fair housing rental counseling and 60 homeowner counseling units were provided.

- The Asian Law Alliance of Santa Clara County provided 34 units of fair housing counseling and presented 22 seminars dealing with the subject.

- Community Companions received CDBG funding to conduct the Housing Services for the Mentally Ill program which provides fair housing counseling and housing placement for mentally ill clients. One hundred and three (103) clients received housing assistance and 43 were placed in independent living situations under this program. ■

ANNUAL REVIEW AND AMENDMENT PROCESS

The Annual Review and Amendment Process provides an opportunity to update and refine the City Council policy expressed in the General Plan and to monitor and evaluate the progress of the implementation strategies and programs incorporated therein. As the title of this process indicates, it is only conducted once a year to allow the City and its residents to fully evaluate the effects of all proposed General Plan amendments both singly and in combination. The City Council shall adopt an ordinance which sets forth the very limited and extraordinary circumstances under which a General Plan amendment can be considered at other times. The Annual Review is the vehicle by which both the City and private property owners, developers, community groups or individual citizens request changes to the planned land uses on property or propose changes to the goals and policies of the Plan. The process includes the review of proposed expansions to the Urban Service Area thus allowing the City Council to evaluate the necessity for further urban expansion, consistent with the Plan's Urban Service Area goals and policies. The Annual Review and Amendment Process affords the opportunity to refine the Plan based on changing conditions and community needs.

Through the Annual Review, the Planning Commission and City Council should consider current development trends to determine the City's progress in achieving the economic and housing development goals established in the Plan. In particular, the City should carefully monitor its jobs/employed resident ratio in an effort to reduce the existing jobs/housing imbalance in San Jose. Information which could be considered includes vacant land absorption, residential versus economic development, amounts and value of non-residential construction, number and types of housing units authorized by building permit, and activity levels in such processes as zonings, annexations, and building permits. Other information which could be considered includes the current capacity status of major infrastructure systems which are addressed in General Plan Level of Service policies (transportation, sanitary sewers and sewage treatment), transit-ridership statistics and other measures of peak-hour diversion from single occupant vehicles, and the levels of police, fire, parks and library services being provided by the City.

The Annual Review and Amendment Process includes citizen participation, both through community meetings to familiarize the general public with the amendment proposals as well as at the formal public hearings before the Planning Commission and City Council. The Annual Review process takes place in the fall of the year, with a deadline for submittal of amendment requests of March 1st for those amendment proposals requiring Environmental Impact Reports and June 1st for all other amendment proposals. ■

SPECIAL IMPLEMENTATION PROGRAMS

Hillside and Greenbelt Assessment Study

The General Plan includes as one of its major strategies the establishment of a Greenline to define the ultimate edge of the urbanized area. This Greenline includes the baylands, the hillsides within San Jose's sphere-of-influence and the rural/agricultural area in the south Coyote Valley Greenbelt.

The major objectives of the Greenline concept are as follows:

- Provide a permanent urban edge around San Jose, including a separation between the urbanized areas of San Jose and Morgan Hill.

- Devise long-term strategies for the preservation and enhancement of the natural resources in these areas, particularly the scenic and watershed values of the hillsides and the agricultural production and scenic values of the south Coyote Valley

In 1986 *The Greenbelt: a Legacy for the Future* was approved by the City Council. This report was developed by a 25 member task force in which citizens and special interest advocates participated. Permanent preservation of the natural environment and resources surrounding the City is the focus of the report. The report recommends a long term preservation program for the City to redirect financial resources and political energy toward achieving this goal.

The report identified many techniques which can be utilized to accomplish permanent open space preservation. These techniques included public ownership of Greenline lands, transfer of development credits, the approval of some limited amount of development in exchange for the dedication of open space or scenic easements and tax and other financial incentives for property owners to maintain open space uses.

In order to develop a strategy for permanent preservation of the Greenline, a preservation technique incorporating three alternate approaches was considered and approved. These approaches were acquisition, regulation, and limited development in exchange for preservation.

In 1992 the Santa Clara County Open Space Authority was formed to actively pursue open space preservation throughout the County. It is anticipated that once a revenue stream has been approved the Agency will acquire and maintain open space. The City has and will continue to politically and financially support overall efforts of the Authority.

Sustainable City Strategy

This special implementation program supplements and supports the Sustainable City Major Strategy which is based on the premise that natural resources are not inexhaustible commodities to be exploited but are limited assets which should be wisely managed for the benefit of present and future generations. By planning for urban sustainability, the City of San Jose aims to promote resource efficient land use, transportation, energy and water use, and resource conservation. The goal of long term sustainability is to develop a prosperous and healthful urban system which can provide for the physical, social, economic and psychological needs of its population, and, at the same time, reverse the trends of increasing pollution and environmental degradation now threatening the quality of life. The Sustainable City Strategy, adopted by the City Council in 1989, is a long term program with clearly defined objectives and an implementation process for achieving them.

The energy goal of the Sustainable City Strategy promotes a sustainable future by conserving 10% of the energy projected to be used by the year 2000. This goal is intended to enhance the livability, economic strength and well-being of the City's residents and businesses and reduce

environmental problems, particularly emissions that affect air quality, and contribute to local health problems and global warming.

The goal was premised on the understanding that an overall 10% energy-use reduction is technically and economically feasible based on 1) San Jose's actual pattern of energy use and available technologies, and 2) that the 10% goal would achieve a level of conservation exclusive of conservation achieved through State and Federal energy programs.

Building a sustainable community requires the right mix of programs options for the City. The categories of programs to be implemented through the Sustainable City Strategy include:

- Education and Persuasion
- Municipal Operations
- Technical Assistance
- Policy Consistency
- Regulation
- Financial Incentives

Another component of the Sustainable City Strategy includes a Research, Development and Monitoring Program. The benefits of an enhanced monitoring capability would allow more accurate tracking of program performance which would be useful for program planning and modification. ■

IMPLEMENTATION OF THE GENERAL PLAN BY OTHER AGENCIES

The City of San Jose is not the sole agency which will implement this General Plan. For instance, it is intended that this Plan be utilized by other public agencies and by utility companies in planning the delivery of services to San Jose residents and businesses. And the Santa Clara County General Plan does not include a land use plan for the territory within San Jose's Urban Service Area. For this area, the County General Plan specifies that development on unincorporated lands conform to the City's General Plan and be of a use and density which is compatible with the City's General Plan.

For the above and other purposes where the determination of consistency, compatibility or conformance of any proposal with this General Plan depends on an exercise of discretion (for example, an application of a Discretionary Alternate Use Policy), such discretion is solely within the purview of the City of San Jose. Any agency proposing to apply the provisions of this General Plan to a proposal can seek a determination of such consistency, compatibility or conformance by filing a written request with the Director of Planning of the City of San Jose. ■

VII. REFERENCES

LEGISLATIVE MANDATE

The following are the primary page references in this General Plan for each of the seven general plan elements mandated by California Government Code Section 65302.

Land Use Element
Land Use/Transportation Diagram; Maps incorporated by reference; pages 1-183, 195-199, 214-216.

Circulation Element
Land Use/Transportation Diagram; Scenic Routes and Trails Diagram; pages 1-4, 14-15, 26-42, 45-63, 69-83, 89-92, 101-102, 116-125, 183-193, 214-216.

Housing Element
Land Use/Transportation Diagram; Housing Appendix; pages 1-4, 9-48, 53-68, 104-163, 175-176, 178-183, 195-200, 201-216.

Conservation Element
Land Use/Transportation Diagram; Natural Resources Map; Maps incorporated by reference; pages 1-13, 26-42, 53-68, 74-75, 81-85, 89-91, 92-114, 158-164, 175-178, 195-200, 214-216.

Open Space Element
Land Use/Transportation Diagram; Natural Resources Map; Natural Hazards Map; Open Space Appendix; Maps incorporated by reference; pages 1-13, 26-42, 53-63, 69-74, 81-114, 125-163, 173-178, 190-200, 214-216.

Noise Element
Land Use/Transportation Diagram; Noise Appendix; Maps incorporated by reference; pages 1-4, 9-14, 26-48, 60, 80, 83, 95, 104-105, 110-113, 120-123, 173, 183-192, 195-200, 214.

Safety Element
Land Use/Transportation Diagram; Natural Hazards Map; Maps incorporated by reference; pages 1-8, 26-42, 45-48, 61-68, 77, 82, 104-114, 173, 175-178, 195-200, 214-216. ■

GLOSSARY

Acceptable Risk
A hazard which is deemed to be a tolerable exposure to danger given the expected benefits to be obtained.

Agency
The department, office or administrative unit responsible for implementing regulations.

Analysis
The examination of a subject, particularly its component parts and their interrelationships.

Appropriate
An act, condition or state which is considered suitable.

Baylands
Areas that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mudflats and fans.

Community Center
Facility in which public services for senior, youth, therapeutic and/or recreational programs are provided.

Compatible
Capable of existing together without disharmony or deleterious effects.

Conservation
The management of natural resources to prevent waste, destruction or neglect.

Critical Facility
Facilities housing or serving many people or otherwise posing unusual hazards in case of damage from or malfunction during an earthquake, such as hospitals, fire, police and emergency service facilities, utility "lifeline" facilities, such as water, electricity and gas supply, sewage disposal and communications and transportation facilities.

Development
The physical extension and/or construction of urban land uses.

Discourage
To advise or to persuade, to refrain (from).

DNL
(Day-Night Average Sound Level) The A-weighted average sound level in decibels during a 24-hour period with a 10 db weighting applied to night-time sound levels.

Downtown Core Area
That area in Downtown San Jose bounded by Julian Street to the north, Fourth Street to the east, Highway 280 to the south and Highway 87 to the west.

Downtown Frame Area
Certain neighborhoods surrounding the Core Area, shown on Map 5, in which higher intensity land uses can support the Downtown Revitalization Strategy.

Encourage
To stimulate or foster a particular condition.

Feasible
Capable of being done, executed or managed successfully.

Fifteen Percent Slope
A slope defined by fifteen units of vertical elevation per one hundred units of horizontal distance, measured on a line perpendicular to contours of equal elevation.

Fifteen Percent Slope Line
A line at the edge of the floor of the Santa Clara Valley which connects lowest-elevation points of fifteen percent or steeper slope.

Flag Lot
A lot which is located behind another lot or lots; has street access only via a long driveway corridor; and does not have a standard street frontage.

Floodway
The channel or course which the flood waters follow.

Geologic Review
The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding and the potential for erosion and sedimentation. Geologic review for property located within a City of San Jose Geologic Hazard Zone requires a Geologic Hazard Clearance.

Goal
An ultimate purpose, aim or end that the City strives to attain.

Grasslands
Lands in which native or non-native grasses are the predominant vegetation.

Hazardous Material
An injurious substance, including among others, pesticides, herbicides, poisons, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals and nuclear fuels.

Hillsides
All territory above the fifteen percent slope line, which may include lands with slopes of less than fifteen percent.

Infill Development
Development on land within areas which are largely developed, as opposed to largely undeveloped areas at the periphery of the City where development would constitute outward expansion.

Implementation
An action, procedure, program or technique that involves the carrying out of policies.

Level of service "D" (Transportation)
Defined in San Jose City Council Policy No. 5-3 (see Council Policy Manual).

Level of service "D" (Sanitary Sewers)
Defined in San Jose City Council Policy No. 8-7 (see Council Policy Manual).

Local Streets
Same as "Minor Streets".

Low-Income Household
A household with an annual income of no more than 80 percent of the Santa Clara County median household income by household size, as determined by a survey of incomes conducted by the City or by the County of Santa Clara, or in the absence of such a survey, based on the latest available income estimates provided by the U.S. Department of Housing and Community Development.

Major Streets
The transportation network which includes highways, freeways, major arterials and collectors to service through traffic.

Marine-Life
Living organisms existing in the sea.

May
That which is permissible.

Minimize
To reduce or lessen but not necessarily to eliminate.

Mining
The act or process of extracting resources from the earth, such as coal or minerals.

Minor Streets
Streets not shown on the Transportation Diagram, whose primary intended purpose is to provide access to fronting properties.

Mitigate
Avoid to the extent reasonably feasible.

Moderate-Income Household
A household with an annual income of between 80 and 120 percent of the Santa

Clara County median household income by household size, as determined by a survey of incomes conducted by the City or by the County of Santa Clara, or in the absence of such a survey, based on the latest available income estimates provided by the U.S. Department of Housing and Community Development.

Natural State
The condition existing prior to agricultural activities, grading or urban development.

Necessary
Essential or required.

Non-Attainment
The act of not obtaining or achieving a desired level of performance.

Non-Urban Land Use
Land use that is generally not within one of the three major categories: residential, commercial or industrial. The Rural Residential land use designation is, however, considered non-urban.

Park Land
Land that is publicly owned or controlled for the purpose of providing parks, recreation and/or open space for public use.

Policy
A specific statement of principle or of guiding actions which implies clear commitment but which is not mandatory.

Quasi-Public Use
(1) Privately owned and operated activities which are institutional in nature, such as hospitals, museums and schools;
(2) churches and other religious institutions;
(3) other non-profit activities of an educational, youth, welfare or philanthropic nature which cannot be considered a residential, commercial or industrial activity; and (4) public utilities.

Rare or Endangered Species
A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations Section 17.11 or 17.12 pursuant to the Federal Endangered Species Act as rare, threatened or endangered.

Regulation
A rule or order prescribed for management or government.

Restore
To renew, rebuild, reconstruct to a former state.

Restrict
To check, bound or decrease the range, scope or incidence of a particular condition.

Risk
The danger or degree of hazard.

School Playground
For purposes of this General Plan, a "school playground" constitutes 42 percent of the total acreage of a school site.

Shall
That which is obligatory or necessary.

Should
Signifies a directive to be honored in the absence of significant countervailing considerations.

Transportation Demand Management
A program of actions designed to maximize the efficiency of the transportation system (infrastructure and public transit) by promoting alternatives to single occupancy vehicle commuting, such as car and vanpools, transit ridership, bicycling and walking.

Transportation Systems Management
A comprehensive approach to improve the transportation system by reducing demand upon the transportation network through

Transportation Demand Management techniques and by improving transportation infrastructure and operations.

Undue
Not proper or more than necessary.

Urban Land Use
Land use consisting of one of three major categories: industrial, commercial or residential in areas where urban services are available. Residential land uses considered urban have existing or planned development of 1 DU/AC or greater. Sites with land use designations such as Public Park/Open Space and Private Recreation that are within the Urban Service Area are also considered appropriate for urban land uses.

Watershed
The total area above a given point on a watercourse that contributes water to its flow.

Wilderness Areas
Uncultivated and unimproved areas which are not readily accessible.

Wildlife
Animals and/or plants existing in their natural habitat.

Wildlife Refuge
An area maintained in a natural state for the preservation of both animal and plant life.

Woodlands
Lands covered with woods or trees. ■

BIBLIOGRAPHY

Association of Bay Area Governments (ABAG), *Jobs/Housing Ratios by Jurisdiction, Santa Clara County and the Nine County Bay Area*, ABAG Projections, 1990.

ABAG; *Projections '92*, 1992.

ABAG; *Jobs/Housing Balance for Traffic Mitigation, Center for Analysis and Information Services, Interstate 680 & 580 Corridor Study*, November 1985.

ABAG; *San Francisco Bay Area Housing Needs Determination*, January 1989.

Arler, Norman; Godschalk, David R; Schneider, Devon M.; *The Carrying Capacity Concept as a Planning Tool*, December, 1978.

Bay Area Air Quality Management District; *Air Currents* (Newsletter) November 1991.

Bay Area Council; *Santa Clara County Searches for Housing, Housing Development Report*, v III, no. III, March 1991.

Bay Area Council; *Making Sense of the Region's Growth*, November 1988.

Bay Area Economics; *Economic Study for the San Jose General Plan Update*; February 1993.

Bay Area Economic Forum; *Using Water Better: A Market-Based Approach to California's Water Crisis*, October, 1991.

Bay Area Air Quality Management District; *Bay Area '91 Clean Air Plan (CAP)*, 1991.

Brown and Calwell; *San Jose/Santa Clara Water Pollution Control Plant, Design and Implementation of Wastewater Reduction Program*, April, 1983.

Butler, JoAnn; Jaffe, Martin; Thurow, Charles; *Reducing Earthquake Risks: A Planner's Guide*, March, 1981.

California Planning Roundtable; *Welcome to California 1990's Jobs, Housing & Transportation: The Great Balancing Act*, an issues paper and supporting data, 1988.

CCEEB; *California's Urban Renaissance, A Growth Leadership Proposal by the California Council for Environmental and Economic Balance*, February 1991.

Center for Continuing Study for the California Economy; *Projections of Jobs by Selected Categories in Santa Clara County 1991 - 2010*, November 1992.

Cooper-Clark and Associates; *Technical Report: Geotechnical Investigation of the City of San Jose Sphere of Influence*, July 1974.

de la Pena, Donald; *Jobs & Housing: Issues and Opportunities, After Tax Revolt*, April 1981.

Dewell, D. Kent; City of San Jose Director of Public Works; *Fault Hazard Maps (memorandum plus appendices)*, January 4, 1984.

Dowling, Dr. Richard G.; *Traffic Congestion: Causes and Solutions for the Land Use Planner*, University Extension, UC Davis, 1990.

Economic and Planning Systems, Inc.; *Final Report, San Jose 2020 General Plan Update Fiscal Impact Analysis*, April 1993.

Erley, Duncan; and Kockelman, William J.; *Reducing Landslide Hazards: A Guide for Planners*, March, 1981.

Golden Triangle Task Force; *Golden Triangle Policy Package, Public Summary*, June 17, 1987.

Greenbelt Alliance; *Reaching a Consensus on Growth, A Draft Discussion about Growth and Development in the San Francisco Bay Area*, January 1991.

Greenbelt Alliance; *Reviving the Sustainable Metropolis, Guiding Bay Area Conservation and Development Into the 21st Century.*

Gross, Robert W., Santa Clara Valley Water District Board of Directors; *Statement Concerning the Impacts of Water Banking and Water Transfers in Santa Clara County*, December, 1991.

Guenther, Wayne; *A Preemptive Approach to Traffic and Growth,* Urban Land, January 1991.

Housrath, Linda; *Economic Basis for Linking Jobs and Housing in San Francisco*, JAPA, 54(2), 1988.

Laffey, Glory Ann; *Archives and Architectures-Submitted to the Department of City Planning, Historical Overview and Context for the City of San Jose.*

Mearns, Ron; San Jose Public Works Department; *Fault Trace Maps Update and Revision*, January, 1984.

Metropolitan Transportation Commission (MTC); *Draft Regional Transportation Plan*, 1991.

MTC; *Surface Transportation Reauthorization: The Opportunity*, 1992.

MTC; *Regional Transportation Improvement Program*, 1992.

MTC; *Financing Highway Projects in California and the MTC Region*, November 1989.

Miller, G. Tyler; *Living In the Environment: Concepts, Problems and Alternatives*, Date Unknown.

Nash, Andrew; *California's Congestion Management Program*, ITE Journal, February 1992.

Northern California Chapter APA; *Focus on Regional Growth Management*, California Planner, v III, issue 10, December, 1991.

Office of Planning and Research; *Mixed Use Development: Bringing Jobs and Housing Together*, April 1981.

Roder, Betty, Great Oaks Water Company; Telephone Conversation, May, 1992.

San Jose, City of; *San Jose, A Commitment to Housing; Final Report of the Mayor's Task Force on Housing*, October 1988.

San Jose, City of; Comprehensive Housing Affordability Strategy (CHAS), 1993 Update (Two Volumes).

San Jose Department of City Planning;, *Horizon 2000, 1987 Special Review of the General Plan, Final Report*, October 28, 1987.

San Jose Department of City Planning and Building; *Horizon 2000 General Plan*, 1992 Version.

San Jose Department of City Planning and Building; *Proceedings of the San Jose 2020 Task Force: Minutes of Task Force Meetings and Reports Presented to the Task Force*, February 1992 to October 1994.
Report Titles:
Demographic Profile: City of San Jose Regional and Local Air Quality Issues Growth Profile: 1980 to 1991 City of San Jose
Local Traffic Issues
Congestion Management Issues
Regional and Local Water Supply Issues
Regional and Local Water Quality Issues
Regional Transportation: Plans, Funding and Major Projects
Open Space Issues
Urban Service Issues
Land Use Inventory and Land Use Trends
Housing Issues
Preliminary Summary Economic Study for the Update of the San Jose General Plan
Jobs/Housing Balance

Background Wrap-up: Issues to Consider in the Evaluation Phase
Urban Reserves
Land Use Intensification
General Plan Growth Alternatives
Urban Reserves Options

San Jose Department of City Planning and Building; Redevelopment Agency; *Fiscal Impact Analysis, Piercy Road General Plan Amendment*, 1989 (staff reports).

San Jose Department of City Planning; *Hillside and Greenbelt Assessment Study*, November 1986.

San Jose Department of Public Works; *San Jose 2020 TRANPLAN Input and Output Data: Alternatives 1, 2, 3, 4, and 5 (multiple volumes and files)*, 1993.

San Jose Department of Public Works; *Urban Water Management Plan Update for the City of San Jose California*, May 8, 1991.

San Jose Department of Recreation, Parks and Community Services; *Leisure and Life 2000*, March 1988.

San Jose Office of the City Manager; *Letter to the Regional Quality Control Board*, The Revised Action Plan, October, 1991.

San Jose Office of the City Manager; *Waste Minimization Implementation Program for the San Jose/Santa Clara Water Pollution Control Plant*, August, 1991.

San Jose Office of the City Manager; *1992 Water Resources Management Strategy, Staff Memo to the Environment Committee*, November 7, 1991.

San Jose Water Company; *Water Management Plan*, November, 1990.

Santa Clara County Congestion Management Agency; *Congestion Management Program (CMP)*, October 1991.

Santa Clara County Congestion Management Agency; *The Relationship Between the California Clean Air Act of 1988 and Congestion Management Program Legislation*, May 1991.

Santa Clara Valley Water District; *Urban Water Management Plan, December*, 1990.

Santa Clara County Transportation Agency; *T-2010 Transportation Plan*, 1991.

Santa Clara County Traffic Authority; *1991 Annual Report*.

Santa Clara Valley Water District; *Clerk of the Board of Directors, Legislative Update*, August 27, 1991.

Santa Clara Valley Water District; *Fuel Leak Activity Report*, April 15, 1992.

Santa Clara Valley Water District; *Water Supply Master Plan Work Plan*, February, 1991.

Santa Clara Valley Water District; *1989-1990 Review/Outlook*, No Date Listed.

Santa Clara Valley Water District; *Discover Water*, September, 1990.

Santa Clara Valley Water District; *1989 Drought Plan*, March 1, 1990.

Santa Clara Valley Water District; *Santa Clara County Drought Status Report*, February, 1992.

State of California Air Resources Board; Office of Strategic Planning; *The Air Pollution-Transportation Linkage*, 1989.

State of California; Department of Conservation, Division of Mines and Geology; *Special Report 146, Part II, Classification of Aggregate Resource Areas, South San Francisco Bay Production - Consumption Region*, 1983.

State of California, Regional Water Quality Control Board, San Francisco Bay Region; *Water Quality Control Plan San Francisco Bay Basin Region*, December, 1991.

State of California Department of Water Resources; *The California Water Plan Projected Water Use and Available Water Supplies to 2010*, December, 1991.

State of California Department of Water Resources; *The California State Water Project*, No Date Listed.

State of California Governor's Office of Planning and Research; *California Permit Handbook*, April, 1991.

State of California State Water Resources Control Board; *Biennial Report, 1988-1990*, No Date Listed.
UDI Pacific Region; *Planning for Tomorrow: The Next Generations, Directions for Creating Livable Communities*, September 1991.

United States Department of Agriculture, Agricultural Research Service; *Ground-Water Recharge Hydrology*, December, 1970.

United States Department of the Interior, Fish and Wildlife Service and United States Department of the Army, Corps of Engineers; *The Ecology of San Francisco Bay Tidal Marshes: A Community Profile*, October, 1983.

United States Environmental Protection Agency; *Preserving Our Future Today Your Guide to the United States Environmental Protection Agency*, October, 1991.

Water Education Foundation; Layperson's Guide to Water Quality, *1987.* ■

INDEX

FOCUS ON THE FUTURE

SAN JOSE

2020

GENERAL PLAN

APPENDICES

SAN JOSE 2020 GENERAL PLAN
APPENDICES

Appendix A - Open Space Inventory (Available Separately)

Appendix B - Seismic Safety (Available Separately)

Appendix C - Housing (Available Separately)

Appendix D - Noise (Available Separately)

Appendix E - Major Collector Streets (Following Pages)

Appendix F - Mixed Use Inventory (Following Pages)

Appendix G - Siting Criteria for Hazardous Waste Management Facilities (Available Separately)

Appendix H - Species of Concern (Available Separately)

Department of Planning, Building and Code Enforcement
801 North First Street
San Jose, California 95110
(408) 277-4576

SAN JOSE 2020 GENERAL PLAN

Appendix E

Major Collector Streets

Adopted August 16, 1994

Department of Planning, Building and Code Enforcement • City of San Jose, California

MAJOR COLLECTOR STREETS

Street Name	Number of Travel Lanes Planned for Year 2020
N. 1st St.	Two Lanes
2nd St.	Three Lanes from Hwy. 280 to San Carlos St. (existing). Two Lanes and One LRT from San Carlos St. to St. James St. Three Lanes from St. James St. to Jackson St.
S. 7th St.	Two Lanes from Hwy. 280 to E. Reed St. Four Lanes from Hwy. 280 to Curtner Ave.
N. 13th St.	Two Lanes
N. 17th St.	Two Lanes
Adrian Way	Two Lanes
Allen Ave.	Two Lanes
E/W Alma Ave.	Four Lanes
Almaden Rd.	Two Lanes from Canoas Garden Ave. to Bertram Rd.
N. Autumn St.	Four Lanes
Auzerais Ave.	Four Lanes
Bassett St.	Four Lanes
Bernal Rd.	Four Lanes
Beswick Way	Four Lanes
S. Blaney Ave.	Two Lanes
Blossom Ave.	Two Lanes from Colleen Dr. to Santa Teresa Blvd. Four lanes from Santa Teresa Blvd. to Blossom Hill Rd.
Branham Ln.	Two Lanes from Samaritan Way to Union Ave. Four lanes from Union Ave. to Hellyer Ave.

Street Name	Number of Travel Lanes Planned for Year 2020
Calero Ave.	Two Lanes
Camden Ave.	Four Lanes
Cherry Ave.	Two Lanes
Cherry/Blake Aves.	Two Lanes from Husted Ave. to Branham Ln. Four Lanes from Branham Ln. to Almaden Expwy.
Clayton Rd.	Two Lanes
Coe Ave.	Two Lanes
Coleman Rd.	Four Lanes
Commercial St.	Four Lanes
Cottle Rd.	Two Lanes
Coyote Rd.	Two Lanes
Curtner Ave.	Two Lanes
Delmas Ave.	Two Lanes
Delta Rd.	Four Lanes
Doyle Rd.	Four Lanes
Edenvale Ave.	Two Lanes
Fleming Ave.	Two Lanes
Fortini Rd.	Four Lanes
Foxworthy Ave.	Two Lanes
Fruitdale Ave.	Two Lanes
Gish Rd.	Four Lanes
Gold St.	Two Lanes

Street Name	Number of Travel Lanes Planned for Year 2020
Grand Blvd.	Two Lanes
Hanchett Ave.	Two Lanes
Harwood Rd.	Two Lanes
Hellyer Ave.	Two Lanes from Hwy. 101 to Senter Rd. Four Lanes from Hwy. 101 to Fontanoso Ave. Two Lanes from Tennant Ave. to Metcalf Rd.
Johnson Ave.	Two Lanes
Kirk Ave.	Two Lanes
Lean Ave.	Four Lanes from Chynoweth Ave. to Blossom Hill Rd. Two Lanes from Blossom Hill Rd. to Curie Dr.
Leyland Park Dr.	Two Lanes
Lincoln Ave.	Four Lanes
Little Orchard St.	Four Lanes
Los Esteros/Zanker Rd.	Two Lanes
Los Gatos-Almaden Rd.	Four Lanes
Lucretia Ave.	Four Lanes
McAbee Rd.	Four Lanes
McCarthy Blvd.	Four Lanes
McKay Dr.	Two Lanes
McKee Rd.	Two Lanes
Metcalf Rd.	Two Lanes
Minnesota Ave.	Two Lanes from Meridian Ave. to Weaver Dr. Four Lanes from Weaver Dr. to Hervey Ln.
Morrill Ave.	Four Lanes

Street Name	Number of Travel Lanes Planned for Year 2020
Mt. Hamilton Rd.	Two Lanes
Mt. Pleasant Rd./Ruby Ave.	Four Lanes
Nieman Blvd.	Four Lanes
Nortech Prkwy.	Four Lanes
Oberlin Way	Two Lanes
Old Bayshore Hwy.	Two Lanes south of Hwy 880. Four Lanes north of Hwy 880.
O'Toole/Charcot Ave.	Two Lanes
Palm Ave.	Outside U.S.A., subject to future review.
Park Ave.	Two Lanes
Payne Ave.	Four Lanes
Pedro St.	Two Lanes
Penitencia Creek Rd.	Two Lanes
Pine Ave.	Two Lanes
Quimby Rd.	Four Lanes
Race St.	Two Lanes from The Alameda to San Carlos St. Four Lanes from San Carlos St. to Fruitdale Ave.
Rainbow Dr.	Two Lanes
Rajkovich Dr.	Four Lanes
Redmond Ave.	Four Lanes
E. Reed St.	Four Lanes
W. Reed St.	Four Lanes from 1st St. to 2nd St. Two Lanes from 1st St. to Vine St.

Street Name	Number of Travel Lanes Planned for Year 2020
Roeder Rd.	Two Lanes
Samaritan Dr.	Four Lanes
St. John St.	Four Lanes
E. San Antonio St.	Two Lanes
San Antonio St.	Four Lanes from King Rd. to Jackson St. Two Lanes from Hwy. 101 to King Rd.
Sanchez Dr.	Four Lanes
San Felipe Rd.	Two Lanes
San Fernando St.	Four Lanes
Santa Teresa Blvd.	Four Lanes
Shasta Ave.	Two Lanes
Sierra Rd.	Four Lanes from Lundy Ave. to Old Oakland Rd.
Skyway Dr.	Four Lanes
Snell Ave.	Four Lanes
Steinbeck Dr.	Two Lanes
Story Rd.	Two Lanes
Suncrest Dr.	Two Lanes
Toyon Ave.	Two Lanes
Trinidad Dr.	Four Lanes
Tully Rd./Murillo Av.	Four Lanes
Umbarger Rd.	Four Lanes
Uvas/Willow Springs Rd.	Outside U.S.A., subject to future review.

APPENDIX E

Street Name	Number of Travel Lanes Planned for Year 2020
Via Valiente	Four Lanes
W. Virginia St.	Two Lanes
Westmont Ave.	Two Lanes
E. William St.	Two Lanes
Willow St.	Two Lanes
Yerba Buena Rd.	Four Lanes
New street (Hwy. 237 frontage)	Two Lanes
Two Unnamed New Streets Paralleling Coyote Creek between Fontanoso Ave./ Blossom Hill Rd. and Tennant Ave./Bernal Rd.	Two Lanes Each

ARTERIAL STREETS

Street Name	Number of Travel Lanes Planned for Year 2020
Taylor St.	Two Lanes from N. 4th St. to Hwy. 101

SAN JOSE 2020 GENERAL PLAN

Appendix F

Mixed Use Inventory

Adopted August 16, 1994
Amended November 22, 1997

Department of Planning, Building and Code Enforcement • City of San Jose, California

MIXED USE INVENTORY

Map Reference Number	Location	Amendment File Number	Use Mix	Use Intensity Range[1]
MU1	NW/c of Murphy and Lundy Avenues	GP91-4-3	Medium Density Residential (8 DU/AC) or Medium High Density Residential (8-16 DU/AC)	45-90 Dwelling Units
			Neighborhood/ Community Commercial	40,000 to 70,000 sq. ft. of gross building area
MU2	NE/c 5th and Taylor Sts.	GP90-3-5	Very High Density Residential (25-40 DU/AC)	15-20 Dwelling Units
			General Commercial	1,000-3,000 sq. ft. of gross building area (at street level)
MU3	SW/c 9th and Hedding Sts.	GP90-3-7	High Density Residential (12-25 DU/AC)	56-166 Dwelling Units (56)
			General Commercial	8,000-42,000 sq. ft of gross building area (8,000)

[1]Any numbers in parentheses represent the greatest allowable intensity in that use category when any other category in the combination is to be developed at the top of its range. Parenthetical intensities may be increased commensurate with decreases from top of the range intensities in other categories.

ACKNOWLEDGEMENTS

CITY COUNCIL

Mayor Susan Hammer
Trixie Johnson, District 1
Charlotte Powers, District 2
David Pandori, District 3
Margie Fernandes, District 4
Blanca Alvarado, District 5
Frank Fiscalini, District 6
George Shirakawa, Jr., District 7
Alice Woody, District 8
Jim Beall, District 9
Joe Head, District 10

SAN JOSE 2020 TASK FORCE

Trixie Johnson, Co-Chair
Chuck Reed, C0-Chair
Dolley Ares
Colleen Badagliacco
Sherry Baker
Darcy Becker
Marty Dait
Manny Diaz
Al DiLudovico
Craige Edgerton
Dennis Fong
Dan Hancock
Joe Head
Virginia Holtz
Sara Malaun
John Neece
Pat Passarelli
Tom Pham
Bob Pfahnl
Susan Phillips
Yolanda Reynolds
Mike Rigney
Mike Rigney
Angel Rios
Dave Sandretto
Pat Sausedo
Grant Sedgwick
Henry Servin, Jr.
Jerry Shrum
Brenda Smith
Kate Sturtevant
David Takamoto
Dave Thomas
Ray Villarreal

PLANNING COMMISSION

Salvatore Caruso, Chair
Brian Grayson
Linda LeZotte
Emma Madrid
David Tanner
Forrest Williams

CITY MANAGER

Les White

PLANNING STAFF

Gary J. Schoennauer, Director of Planning
Kent Edens, Deputy Director of Planning Services
Patricia Colombe, Principal Planner
Mike Flores
Jean Hamilton
Jack McCabe
Eric Kishi
Carol Hamilton
Julie Caporgno
Earl Harris
Melba Griffin
Maria Murillo
Pina Villareal

OTHER CITY STAFF

Elliott Andersen
Charlie Belden
Ron Conn
Mike Dowdle
Diana Elrod
Michael Ho
Linda Kimball
Alison Landers
John McMillan
Glen Roberts
Tom Ruby
J.P. Tindell
Mary Tucker

CONSULTANTS

Bay Area Economics, Berkeley
Center for the Continuing Study of the California Economy, Palo Alto
David J. Powers & Assoc., San Jose
Economic and Planning Systems, Berkeley

GRAPHICS

Maggie Suson-Nale

PHOTOGRAPHS

Jean Hamilton